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Captain Joseph Brown.

Captain John N. Bofinger.

Capt. Russel Blakely.

Captain Isaac L. Fisher.

Captain Isaac M. Mason.

Charles C. Keener.

St. Louis & Peoria Co.'s Steamer Calhoun.

Captain Joseph S. Nanson.

John W. Bryant.

Captain B. R. Pegram.

Henry C. Haars tick.

Mississippi Valley Transportation Company — Tow-

John G. Prather.

Capt. O. P. Shinkle.

Captain John P. Keiser.

L. M. Chipley.

St. Louis

Captain William F. Davidson.

Captain C. W. Batchelor.

Captain Z. M. Sherley.

Captain Joseph Swagar.

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## Dedication.

To the memory of those who, after struggling for years, in an incident in the life of a boatman, have been wrecked on the shores of the beautiful river, where they are still contending with the adversities of this life, this work is dedicated.

The Author.

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## Preface.

In compiling the following pages, the author is largely indebted to the following periodicals and historical works.

Notably J. W. Barker, H. H. Devinney, D. F. Barker, *Times-Democrat*; James Kerr, *New Orleans Daily Star*; Joseph LaBarge, of St. Louis; *Missouri Gazette*, 1808; *St. Louis Republic*; *Louisiana Gazette*, 1812; *Memphis Commercial-Gazette*; *Cincinnati Enquirer*; *Memphis Appeal*; *De Bow's Review*; *Hall's West*; *Intelligencer*; Switzler; Mark Twain's *Life on the Mississippi*; *Columbia Magazine*; *Floyd's Steamboat Directory*; *St. Louis Scrap-Book*; *St. Louis Potter's American Monthly*; *Columbia Magazine*, and *Cincinnati*, and St. Louis — also to Mr. T. Kytka, the sketches among which will be seen some fine pen and ink sketches.

# Gould's History of River Navigation

## Chapter I. Introductory Remarks

In writing a history of navigation on the rivers of the country with the settlement of the country, the character and history of transportation, the invention of steam — its application and the names of its inventors and promoters, its effect upon the development of the country, that to write intelligently of the one necessarily involves the knowledge of the other.

Therefore all will be considered as nearly in chronological order as will permit.

While the writer can only speak from his own personal experience of the present time (1889), he has through the public records and other sources sufficient to warrant an interesting book for the general reader, and to those more intimately connected with navigation.

It will not be necessary to remind those who are acquainted with the *boatman* that but little time and less inclination to cultivate the art of writing remains.

Consequently this class of readers will expect but little from the

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perfect accounts in the newspapers of the day, and the facts of the history and the incidents which the author proposes to describe.

Those who would criticize the work for its errors or omissions, or the difficulty to collate facts and reliable data, extending to a sparsely settled country like that of the Valley of the Mississippi.

But it is due to the memory of the pioneers of this great country, as well as to the history of the country that a more condensed and brief should be written and it is hoped this brief and desultory history.

With fourteen thousand miles of navigable rivers it would have been adapted from time to time to navigate them, and various modes of navigation has had on the development of the country.

## Chapter II. Different Modes of Navigation

Immediately succeeding the universal *canoe* of the aborigines, the mackinaw boat, the keel-boat, the barge, the horse-boat, the produce boat, used in floating the products of the Valley.

Orleans where they found egress to the markets of the

So long as the current of the rivers could be made available demand was light and labor cheap. But when it became strong currents various devices were resorted to. When all motive power, sweeps, poles and cordells were always and its tributaries were never returned from their destinations imported *via* New

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Orleans in keel boats and barges with a capacity of some Orleans to the Falls of the Ohio, the head of navigation

The fur trade on the Missouri river and its tributaries pirogue and the mackinaw boat, and was navigated by "voyagers," whose habits and semi-civilization adapted pirogues or boats were built at the trading houses, or f peltries and floated down the rivers on the spring flood back. Although what supplies were required for the food and while they came down very rapidly, the whole navigation round trip.

The little commerce on the upper Mississippi was conducted Galena Lead Mines and the Government forts, and in the carried by keel boats of about one hundred tons capacity

These mines were opened in 1826, and the shipments of large number of keel boats, and although the steamboat (Moines Rapids), arrived at Galena in 1823, it was several transportation of lead, and then for a long time they were the rapids was too shoal to admit of its being carried

In order to fully appreciate the value of steamboat navigation this Valley, it may be interesting to look a little into the application to navigation. It has generally been understood prime mover in the introduction of steam in navigation are concerned, that is true. But as early as 1780 John Fitch at Philadelphia.

Barnwell R. Grant in Potters American Monthly, Vol. steam vessel ever moved by steam in the United States (small skiff. The experiment was made by John Fitch,

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river, at Philadelphia, about the 20th of July, 1786. The three-inch cylinder which moved a screw paddle — an engine placed on the sides of the boat; and they tested one or two moved by the power of steam, but not so swiftly as to

the method of working by the employment of oars in the  
and beams. This skiff was then propelled at the rate of

"The second vessel ever moved by steam was forty-five  
a twelve-inch cylinder.

"Six oars or paddles working perpendicularly were on each  
of an engraving which appeared in the Columbia Magazine

"In the same periodical appeared. Fitch's account of this

"'PHILADELPHIA, December 8, 1786. *Sir.* — The  
description of my steam boat has been in some measure  
apprehension that a number of drafts would be necessary  
clearly as you could wish.' 'But as I have not been able

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hand you herewith such drafts, I can only give you the  
similar to the late improved steam engines in Europe,  
too horizontal to work with equal force at each end.'

"'The mode by which we obtain (what I take the liberty  
new; as is also the method of letting the water into it,  
without any friction. It is expected that the engine, which  
clear force of eleven or twelve cwt., after the friction is

"'This force is to work against a wheel of eighteen inches  
feet and each vibration of the piston gives the axis about  
moves twelve oars or paddles five and a half feet, which  
stroke of the paddle of a canoe. As six of the paddles are  
the two sets of paddles make two strokes of about eleven

"'The cranks of axis act upon the paddles about one-third  
part of the oar the whole force of the axis is applied.'

"'Our engine is placed on the boat about one-third from  
the wheel the same way.'

"'With the most perfect respect, sir, I beg leave to subscribe  
JOHN FITCH'"

"This Steam Boat was finished and tried upon the Delaware  
presence of a large number of members of the convention

"They were all satisfied with the trip, and special certificates  
of Virginia, David Rittenhouse, Dr. John Emering, and  
Professor Andrew Elliott, of the same Institution, and

"The third boat propelled by steam in the United States



tried Dec. 3, 1787, at Shepards town, Virginia.

"This boat was propelled by sucking in water at the bottom and forcing it out at the top, making a speed of four miles per hour, but only made one trip, and proved a failure.

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"About the close of 1788 John Fitch organized a company to build a small Steam Packet sixty feet long, and eight feet beam.

"This was the fourth steam boat. The oars or paddles were turned against the water.

"The engine was of the same size as the one previously built.

"Towards the end of July a trip was made to Burlington, N. J. hitherto made by any steamboat.

"In October of the same year another trip was made to Burlington, occupied being three hours and ten minutes.

"The average rate of this boat was about four miles per hour. They therefore determined to build another.

"This fifth boat was finished in 1789 and had an 18-inch cylinder, making a speed of four miles per hour. During 1790 it was run regularly on the Connecticut river and freight. But the company failed that year and the boats were conducted on the Connecticut river by Samuel Morey of New York, which he propelled from Hartford to New York in one hour.

"At the same time John Fitch tried his steamboat project in England, which proved unpropitious on account of the excesses of the French Revolution.

"In 1796 he returned to New York where he built a yawl with a steam engine in the stern. It was tried upon a fresh water pond called the Cold Spring Pond, near Livingston.

"In the following year Samuel Morey of Connecticut built a steamboat with paddle-wheels at the sides, which was publicly exhibited.

"During subsequent years, other steamboats were built in America, the first being built by Robert Fulton and James Stephens, there being *eleven* in all previous to the year 1800.

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### Chapter III.

Then came Robert Fulton with the *twelfth* steamboat, experiments. So, contrary to the common impression, steamboats, was only the successful adopter of the discovery. We must not, however, underestimate the real service nor the value of his original experiments. While in Baltimore with the steam engine, then first improved by Watt. In 1807 Lord Stanhope respecting the moving of vessels by the steam engine, Chancellor Livingston, who had procured an act by which he gave himself the exclusive privilege of navigating the waterway, had a vessel built and traversed the Hudson River at the rate of about 4 miles an hour, any of its successors, and even dissimilar in shape from it. With a model like a Long Island skiff, it was decked over, the engine was open to view, and from the engine aft, a hall was built for the boilers and the apartments for the officers.

In these, by the addition of a few berths, the passenger accommodations were improved. The rudder was like that used by sailing vessels, was in form like that used in Watt's engines, and was worked by a screw on land engines, and stood in a large cold water cistern. The capacity of the cold water cistern diminished very materially. Fulton's ingenuity and versatility of invention were called in to aid. The experiment was successful, and yet was so imperfect as

The rudder had so little power that the vessel could hardly be turned around even in the whole breadth of the Hudson River. The deck was covered over the passengers, and the skippers of the river craft, who were used to the vessel, did not fail to run afoul of her as often as

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they thought they had the law on their side. Thus in some instances, or the other of its route with but a single wheel. Before the vessel was built, a frame of strong beams, and the paddles were covered in with a deck of large iron of horizontal dimensions.

This rudder was worked by a wheel, the ropes of which were attached to pivots. The vessel of the last mentioned arrangement was built at Albany, and was more likely to inflict than to receive injury. During the winter of 1807-8 the Clermont was almost entirely decked over, lengthened and covered from stem to stern with a flush deck, surrounded by double ranges of berths, fitted up in a narrow space. It was then advertised to run at stated periods, between New York and Albany, the first departure being the first Wednesday in May, 1807. The first marked incident was leaving several passengers without berths, then usual in the departure of vessels.

The rule of starting at the exact hour was then enforced, and no deviation thereafter. The whole passage on this trip was delayed by a delay of two hours at Chancellor Livingston's seat — which was manifested, however, on the upward passage. Mr. Fulton's vessel began to make its appearance in very minute jets through the water, considered by the passengers as the case of the boiler. It



was whispered that Fulton had been overruled by his assistants. The boiler containing fire place and flues of copper had been substituted by a new boiler of copper. This form of boiler had never been used by Watt. On the return voyage the speed of the vessel, although aided by a flood in the river, after several hours of struggling the engine ceased to work.

The vessel was then at the foot of Christopher street, in opposition to

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its progress, and the passengers considered it better to return to the peopled parts of the city. On the upward passage the officer of the downward passage Captain Wesswell came on board. As the vessel approached upper Red Hook, where the advantage before his owners, the boat grounded. Blame was cast in a torrent of vituperation on each side, to blows, in which each received a black eye. This was the first and last act of violence. Fulton secured a new boiler, after the expiration of which the C

In the month of September, in 1809, there occurred the great race. A company had been formed at Albany for the purpose of the rival line was advertised to leave at the same time. The hotels and in all public places. The partisans of Fulton and Columbia College — those of the opposition under Ca

The victory was long in suspense, and it was not until the result was proclaimed by Dr. Kemp standing on the wharf with derision a coil of rope to Captain Scott, for the purpose

Fulton's second large boat on the Hudson was the "Carroll". In 1809 he obtained his first patent from the United States for an improvement in his boats and machinery. They were fitted with wheels to the axle of the crank of Watt's engine.

In addition to the two vessels already mentioned, Fulton built for New York and New Jersey, a boat for the navigation of Long Island Sound, several for different parts of the United States, including the great rivers.

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### Chapter IV.

In the *Missouri Gazette*, published in St. Louis, in 1819, we find something of the feeling then pervading the public mind

"The steamboat is certainly an interesting curiosity to the people, but an unwieldy machine without oars or sails propelled thro

four miles an hour would be a novelty in any quarter of Europe upon the plan upon which this is constructed. "feet, and her width in proportion."

The machine which moves her wheels is called, we believe, the power of twenty-four horses, and is kept in motion in length. The wheels are on each side similar to those backward separately or together, at pleasure.

"Her principle advantage is in calms or against head-winds etc., are employed to increase her speed. Her accommodations and are said to be equal to any vessel that floats on the river fitted in the most convenient way.

"Between New York and Albany is a distance of one hundred miles regularly twice a week; sometimes in the short space of two days in taking in and landing passengers.

"On her passage last week she left New York with over ninety. Indeed this aquatic stage from Albany, with the aid of the travelers which pass the Hudson, and afford the means of the world."

The following letters will be read with interest in this country of Mr. Fulton in this important motive power, then for developing the great resources of the then almost unknown

The first letter was written on the return of the steamer

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"Clermont" from Albany, in August, 1807, and published. Fulton had been a passenger on the boat. Rewrites:

"TO THE EDITOR OF THE AMERICAN CITIZEN:

"*Sir*: — I arrived this afternoon at four o'clock, in the experiments gives me great hopes that such boats may prevent envious opinions, and to give some satisfaction have the goodness to publish the following letter:"

"I left New York on Monday at one o'clock, and arrived at Livingston, at one o'clock on Tuesday. Time, twenty

'On Wednesday I departed from the Chancellor's at nine o'clock in the afternoon. Distance, forty miles; time, eight hours and thirty-two hours — equal to near five miles an hour.'

'On Thursday, at nine o'clock in the morning, I left Albany in the evening. I started from there at seven, and arrived in New

hours; space run through, one hundred and fifty miles

‘Throughout my whole way, both going and returning derived from sails. The whole has therefore been performed

I am, your obedient servant,  
ROBERT FULTON.”

Life of Robert Fulton, by C. D. Golden, 1317.

The second letter was addressed to Joel Barlow, a person

“‘NEW YORK, August, 2, 1807.’

‘MY DEAR FRIEND: — My steamboat voyage to Albany has been performed more favorably than I had calculated.’

‘The distance from New York is one hundred and fifty miles in thirty hours. The latter is just five miles an hour.’

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‘I had a light breeze against me going and coming, so that the voyage has been performed wholly by the use of my engine. I overtook the windward, and passed them as if they had been at anchor

‘The power of propelling boats by steam is now fully proved, and not perhaps thirty persons in the city who believed the contrary. Of the least utility, and while we were putting off from New York, I heard a number of sarcastic remarks. This is the way in which what they call philosophers and projectors.’

‘Having employed much time, money and zeal, in accomplishing this, you, great pleasure to see it so fully answer my expectations

‘It will give a cheap and quick conveyance on the Mississippi, which are now laying open their treasures to the enterprise. The prospects of personal emoluments has been some inducement. Reflecting with you, on the immense advantage my country will derive

‘However, I will not admit that it is half as important as the commerce will grow the liberty of the seas, an object of infinite importance to a civilized country.’

‘But thousands of witnesses have now seen the steamboat, and have not seen a ship of war destroyed by a torpedo, and

‘We cannot expect people in general, will have a knowledge to combine ideas, and reason from causes to effects. But I will venture into our waters, if the government will give me reason

world that we have surer and cheaper modes of defense

'Yours, etc.,  
ROBERT FULTON.'

Niles Register, vol. 33, 1822.

As an illustration of the fear and surprise manifested by the citizens living upon its banks, at the time the graphic account is found among the papers

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published at that time, and brings to mind a similar event in the Mississippi valley a few years later.

"The Clermont, on her first voyage, excited the astonishment of the Hudson, many of whom had not even heard of an engine

There were many descriptions of the effects of her first voyage on the river. Some of them were ridiculous. But some of them were of real grandeur could have excited.

She was described by some who had indistinctly seen her from a view of her, as a monster moving on the waters, defying the elements and smoke. She had the most terrific appearance from the river when she was making this passage.

The first steamboats, as others still do, used dry pine for fuel, and ignited vapor many feet above the flue, and whenever they were at night have a very brilliant and beautiful appearance

This *uncommon light* first attracted the crews of other boats

Notwithstanding the winds and tides were adverse to it, the boat was rapidly coming towards them. And when it came close, the wheels were heard, the crews (if what was said by the passengers) crouched beneath their decks, from the terrific sight, and left themselves to the mercy of themselves, and besought Providence to protect them from the monster. It was marching on the tides, and lighting its path by its own

While it cannot be claimed that Mr. Fulton was the inventor of the steamboat, one can deny that he is entitled to far more credit than any other man for the purposes of navigation, as well as for railroads and other

In fact, history gives no account of any other so brilliant invention, and posterity can never appreciate the loss of such a benefactor

He passed away in the zenith of his usefulness, in the fiftieth year of his age.

It seems surprising that so important and powerful an idea was so long in waiting for many centuries awaiting the advent of a mind with sufficient power to grasp it.

While Watt, Fitch, Evens, Stephens, Morey, Ramsden, and others were engaged in the application of steam, even in navigation, yet it remained a mere curiosity, its utility not only as a motive agent in navigation, but in any other use.

And hence it is that Robert Fulton's name is prominent in connection with the discovery and application of steam as a motive power.

It is claimed with some degree of probability, that a Spanish vessel was constructed in Spain, in 1543, a steamboat, under the patronage of the Emperor Charles V. She successfully tried her in the harbor of Barcelona.

From the fact that nothing further ever resulted from this experiment, it is hardly probable that it proved satisfactory.

At that period Spain was in position, and her commercial interests, to make an invention so important to her prosperity should have favored it, had it been of her enterprising citizens.

## Chapter V. John Fitch.

IT IS shown by the most irrefragable testimony that John Fitch was, probably in the world, who ever carried this idea of steam navigation to any determinate result. A certificate from Dr. Benjamin Franklin, dated in Washington, states that Fitch took out a patent for the same in 1786, before which time no similar patent had been issued. The experiments of Mr. Fulton in steam navigation took place in 1790, under John Fitch's patent. Oliver Evans, in 1804, propelled a steamboat, and Fulton's first experimental boat was built at Paris, in 1803, and was first run in the spring of 1807.

Fitch brought his plan to the test of experiment on the 15th of August, 1786, under his patent. The following description is given of the machinery: "The axis is horizontal, the steam working with equal force at both ends. Each revolution of it gives the axis forty revolutions. Each paddle is five and a half feet; they work perpendicularly to the axis, like a canoe. As six of the paddles are raised from the water, they make their strokes of about eleven feet in each revolution. The axis is about one-third of their length from the lower ends, to which the steam is applied. The engine is placed in the bottom of the boat, and the action and reaction turn the wheel the same way."

This description was written by the inventor himself, and published in the *Columbian Magazine*, vol. I, for December, 1786.



Fitch's boat was tried, as previously stated, on the Delaware. It was ordered under way at slack water, and, by the most rapid rate of eight miles per hour, or one mile in six minutes a day.

The Governor and Council of Pennsylvania expressed their disapproval of the experiment by presenting to the proprietors of the boat a resolution of the State. But, after all this magnificent demonstration of the ingenuity was permitted to fall into utter neglect.

Dr. Thornton states that the company which had been formed for a proper trial — now, when the trial has been made, and the practicability and utility of the invention should have been demonstrated, seems that those noble-spirited gentlemen, who constituted the company, disbanded themselves because they were afraid to meet the public, excited. Not even the practical realization of the plan could be a speculation; nor could the sight of a veritable steamboat be treated to this idiotic merriment with contempt.

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The company was dissolved, the boat was laid up in the Delaware, and John Fitch was fated to descend to the tomb without seeing the importance and value of his invention duly appreciated.

Justice to the memory of John Fitch forbids the admission that he has established beyond all cavil his claim to the invention of the steamboat. The company just referred to, Aaron Vail, Esq., one of the proprietors, sent over a request for Mr. Fitch to visit France, and he was tried in that country. Fitch went over, accordingly, but was detained by shipwrights, and other causes incident to the French Revolution, and returned to his own country, leaving his draughts and papers to the care of Mr. Vail. These papers were exhibited by Mr. Vail in France several years afterwards and Mr. Fulton took copies of them, and subsequently (he being more fortunate than John Fitch) he completed the great work of which so considerable a part had already been done.

To the very end of his life John Fitch had unwavering confidence in his contrivance. He struggled manfully to bring it once more before the public, when it had kindness to refrain from mockery like that of Ophelia —

"Oh, what a noble mind is here o'erthrown!"  
Once, when he had been explaining the benefits of steam, and his glowing description with significant smiles, one of the gentlemen present said, "What a pity that the poor fellow is crazy!" When the aforesaid, Fitch, in a letter to Mr. Rittenhouse, wrote, "I can build a man-of-war by steam than a boat, as we would not be so much troubled with machinery be felt. This, sir, will be the mode of crossing the ocean in perfection or not."



Fitch returned from Europe to his own country, destitute

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and heartbroken. For two years he was obliged to depend on Colonel George King, of Sharon, Connecticut. But while he was surveying there in 1796, he now went thither into the wilderness. But even this gratification was not allowed him by fatigue and exposure; he died two or three days after he was buried on the shores of the Ohio, where (to use his own words) "his boatman would enliven the stillness of his resting place by his spirit." His manuscript journal contains the following words: "When some more powerful man will get fame and riches, what poor John Fitch can do anything worthy of attention!"

"I know of nothing so perplexing and vexatious to a man as to be building. I experienced the former and quit in season, but undoubtedly have treated the latter in the same manner, and be looked upon as the most unfortunate man of this world."

The theory of steam navigation on water had been evolved long before it actually took shape.

James Rumsey was engaged in experiments from 1784 to 1787, which made four miles an hour, propelled by a jet of water.

In the same year the paddle steamer, shown in the illustration, was built in Pa., by John Fitch, of Windsor, Conn. After many difficulties, from steam to the propulsion of vessels, Mr. Fitch finally triumphed in his experiments on the Delaware River, at Philadelphia, where he ran a regular packet by steam for passengers and freight. In a few months, made regular trips between Philadelphia and Camden, and without material stoppage, accident or delay.

The propelling instruments used by Fitch were paddles, which were moved by cranks. The boat shown in the cut was sixty feet long.

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The second steamboat in the world was invented by Mr. James Watt.

It was tried in 1788, but only practically succeeded in 1801.

The third steamboat in the world was invented by Robert Fulton, a Plombieres in 1803, whilst his triumphs on the Hudson River. Fitch propelled his first skiff steamboat on the Delaware River in 1790.

Patent-right granted to John Fitch. From G. H. Preble's "History of the Steam Engine."

'On the 26th of August, 1791, John Fitch obtained a U.S. Patent for his

George Washington, president. Thomas Jefferson, Secretary of State, was delivered to him August 30th.'

'The patent recites, "he having invented the following method for applying the force of steam to a trunk or trunks, for propelling a boat, and forcing the same out at the stern, in order to propel a column of air through a trunk or trunks filled with water, by the force of steam to cranks, paddles, for propelling a boat."

'The said John Fitch, his heirs, etc., were granted for and to the said John Fitch, his heirs, etc., the right and liberty of making, using and vending to others the said invention.'

### JOHN FITCH'S WILL AND GRAVE.

The remains of John Fitch were interred in the village of Little Britain, at the rear of the court house and county jail, in 1798. No other is his last resting place. But his last will and testament are on file in the Philadelphia *Evening Telegram*, viz.:

"I, John Fitch, of the county of Nelson, do make this my last will and testament. To Wm. Rowan, Esquire, my trusty friend, my best friend, my stick and spectacles.

To Dr. William Thornton, of Washington, D. C., my friend, the W. S. at L'Orient, to John Rowan, Esquire, of Baltimore, and to James Nourse of said town, I bequeath all the rest of my estate, real and personal, share and share alike. And I appoint the said

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John Rowan, Esquire, and James Nourse, Esquire, my executors, and to them, my said executors is in consideration of their agreement to close all suits at law and attending to the business of executing my last will and testament, this the 20th day of June, 1798.

Acknowledged, signed and sealed in presence of  
JAMES NOURSE,  
MICHAEL BENCH,  
SUSANAH McCOWN (Her mark.)

On the 10th of July, following, the will was passed by the court.

## Chapter VI. Robert Fulton.

WHILE we accord to John Fitch the credit which is justly due of the steamboat, with equal justice we will make the same of Robert Fulton, by his firmness of purpose and energy of character, and correct judgment, carried the enterprise through to a successful issue. He was born in the town of Little Britain, Lancaster County, Pennsylvania, a native of Kilkenny, Ireland, was in very moderate circumstances. Robert's early education was somewhat neglected. His

operations of different mechanics, in whose shops he natural talent for the use of the pencil he began at the age he had reached his fifteenth year, he became, in the estimation of his friends, an accomplished artist. Two years later he practiced portrait and landscape painting, and acquired money enough to purchase a small farm in Virginia, and to provide for his widowed mother with a comfortable home, while he remained in

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England, according to the advice of some of his friends, he sent some of his paintings to his countryman, Benjamin West. Mr. West was a friend of the British government, and his reputation as one of the most accomplished artists was well established. He received young Fulton with much kindness, and offered him a home in his own house, where he remained for some time. Fulton traveled through different parts of England, and was introduced to many of the most eminent men of science.

It is supposed that at this period of his life he began to invent. In his twenty-fifth year (A. D. 1793), he was introduced to the art of navigation, and one year later he obtained from the British government a patent for a plane, to be used for transportation. We have no particular account of the years following, though in 1794 he submitted to the British government a plan for the Commerce, an improvement in his invention of mills, and a plan for machines, one for spinning flax, and the other for making paper. In 1795 he published at London his treatise on the Improvement of Navigation, in which he expressed a preference for small canals, and boats of light burden, and a plan for the construction of locks. His plans were highly approved by the British government.

Mr. Fulton was now engaged in the profession of a civil engineer, and he executed plans and draughts of machinery in connection with the French government, for the purpose of introducing his canal improvement into France, for the purpose of introducing his canal improvement into France. He became acquainted with the celebrated Joel Barlow, who was a distinguished American, and Mr. Fulton took up his abode in Paris, where he learned the French, Italian and German languages, and perfected himself in the study of mathematics and natural philosophy.

In 1797 Messrs. Fulton and Barlow made experiments on the torpedo principle, which they had constructed on the torpedo principle, the object of which was to produce submarine explosions. These experiments proved unsuccessful, and in consequence of this failure, Mr. Fulton pursued this object until his

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His plan for propelling and steering a boat under water was not successful. In consequence of this result was attained, he applied to the French Directory for a patent, and they did not appreciate the invention. He then applied to the British government, but he met with discouragement in that quarter. In the meantime, Bonaparte was engaged in his affairs in France, and he, not being one of the "old fogies," was not consulted in the application by appointing a commission to examine the invention. When the committee having made a favorable report, Mr. Fulton was granted a pension of funds to bring some of his plans to the test of experim

at Brest, in 1801. Notwithstanding many imperfections incident to a first experiment, he demonstrated that, by light and air could be obtained under water; that the boat could rise to the surface with perfect facility, and that she would take fire. On the 7th of August Mr. Fulton descended with a stone, thus enabled to remain under water nearly four hours and to its proper use by blowing up English vessels cruising in the Bay. He provided his plunging boat with a torpedo, or submarine mine, and within a distance of two hundred yards, he blew her to pieces. The English seventy-four, which saved herself at the critical moment.

The advantages of a submarine warfare were not fully appreciated. Mr. Fulton became disgusted with the tardy action of several European governments, and returned to his own country in 1806. He found the American government disposed to undertake, and a grant of sufficient funds was made for the purpose of a fair trial. By means of one of these Jewels, a large hulk brig, which had been prepared for the purpose, a fair trial was granted \$5,000 to meet the expenses of additional experiments. A committee was appointed to superintend these trials. The Commodore

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Rogers, was prepared for defense against the torpedoes, and made them ineffective. In these circumstances, Mr. Fulton was obliged to blow up the vessel, but he approached in his submarine boat, with a cable attached to the Argus. He himself did not consider the experiment as attributing his want of success to various defects in the torpedoes, and find remedies.

But the thoughts of Fulton now reverted to the subject of steam navigation. He bestowed considerable study during his residence in Paris, and he discovered an advantage over all who had preceded him, being enabled to construct a steam engine, which Watt and others had made in steam machinery. To accomplish the object required, he was obliged to depend on his own resources, and to direct his course. The paddle-wheel now used in steam navigation was invented by Mr. Fulton. It should have been mentioned, by the way, that a steam engine was actually used in an actual experiment with steam propulsion in France, in 1784, on a small scale, and the result being not quite satisfactory, the project was temporarily set aside, nor was it revived in this country.

Mr. Fulton took out his first patent for improvements in steam navigation in 1809, and on the 9th day of February, 1811, he obtained a patent for his boats and machinery. The pecuniary means required for the purpose were supplied by Mr. Livingston, a gentleman of great wealth, who had assisted Fulton in his steamboat experiments at Paris, and never required it. The legislature of New York having passed an act in 1809, giving Livingston the exclusive benefits of steam navigation for twenty years, the last named gentleman caused a boat of about 100 tons to be built, which he found insufficient, she was soon abandoned. In 1807 a boat was built by Messrs. Watt & Bolton, of Birmingham, England; it was



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to know for what purpose it was intended. A suitable boat was built at the ship-yard of Charles Brown, on the East river. It was soon after moved by her machinery to the Jersey shore. A large number of the principal citizens, including several members of the Legislature, which Livingston had invited to be present on the occasion.

At this time it is difficult to believe that a great major undertaking. The common belief was that the boat could not be moved and the crowd of spectators now assembled to behold the experiment aimed at what they were pleased to call the folly or insanity. The boat actually left the shore, and began to plough her way through the water. They stood gazing in mute astonishment, mingled with awe and admiration, when the boat, having reached the center of the river, turned round and moved forward with increased velocity, the whole concourse, in a prolonged shout of applause and congratulation. Who was the victor? The moment? The day of recompense had arrived; his toils and disappointments were unrequited no longer. He knew that the world would acknowledge in all time to come. Here, the living, the homage which his genius and his services

This first boat, whose performance so electrified the spectators, had errors in the construction of the machinery had been corrected. It performed that voyage of one hundred and fifty miles in a day. After the Clermont became a regular passage boat between New York and Albany, persons conceived about these times that "pendulum power" could be used for force, and a boat was actually built on that principle. At first the pendulum could not overcome the resistance of the water, and the dock itself.

The exclusive right to steam navigation on the rivers of New York

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New York, which the legislature had granted to Livingston, was soon after several opposition boats were soon started. These were built at the expense of construction, in order to avoid an obvious infringement of the right to assert their rights by recourse to the law, and applied for a writ of injunction; but this court decided that it had no jurisdiction in the Chancery of the State, but after hearing the arguments of the parties, The Supreme Court, however, reversed the chancellor's decision, and the opposition boats.

In the year 1812, two steam ferryboats for crossing the river were built under Mr. Fulton's directions. Thenceforth steam navigation and improvements were gradually introduced by Mr. Fulton. His boats, in commendation of his progressive skill and judgment, were the best, the swiftest and the most convenient.

About the beginning of the last war with England, Mr. New York the model of a steam man-of-war, provided etc. Several distinguished naval commanders had already from the employment of steam in propelling war vessels the spring of 1814 Congress passed a law authorizing to employ one or more floating batteries, for the defense conforming with this law, the steam frigate Fulton then July, 1815, she made her first trip to the ocean and back and twenty minutes. Henry Rutgers, Samuel L. Mitchell Esqs., commissioners of the navy, were present. Mr. engineer.

Before this vessel was completed Robert Fulton had been on board of the steam frigate, he exposed himself too long pleurisy followed, which terminated his valuable life. He married, in the year 1806, to Miss Harriet

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Livingston, a relative of Chancellor Livingston, his father's enterprise. He left four children, one son, Robert Barlow

*Capt. Samuel J. Morey of Connecticut, is claimed to have ever built.*

Rev. Cyrus Mann, of Oxford, New Hampshire, published his steamboat.

Mr. Mann was a scholar and a man of integrity and supported the claims of Fulton, Morey and others.

The following is an extract from his book: —

"The credit of the invention of the steamboat is commonly primarily and chiefly, it is believed, to a more obscure steamboat ever seen on the waters of America was invented in Hampshire.

The astonishing sight of this man ascending the Connecticut little boat just large enough to contain himself and the and a handful of wood for a fire, was witnessed by the survive. This was as early as 1793 or earlier and before with steam navigation."

Writing to William A. Drier, in October of 1818, Mr. early as 1790, that I turned my attention to improving of propelling boats. In June, 1797, I went to Bordentown steamboat and devised the plan of propelling by means

The shafts ran across the boat with a crank in the middle shackle bar.



The boat was openly exhibited in Philadelphia and I to

He accused Fulton of adopting his models and if he had not been encouraged by Livingston and Fulton for an infringement of his patent for the application of the side wheels."

It is difficult at this late date to determine who, if any, was first to apply steam to navigation.

So far as the record goes, John Fitch is certainly entitled to the credit. Encouraged by men with pecuniary ability he would not have been so easily accredited to Robert Fulton.

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### Chapter VII. Discovery of the Upper Mississippi at Hennepin, in 1680.

This account is from his own narrative: —

"He set out from Fort Crevecoeur, the 29th February, 1680, with a few Indians, with two large canoes. They embarked upon the river and reached the river (Colbert) *i.e.* the Mississippi. The ice was broken by the expedition several days. We commenced to ascend the great Rock River or Des Moines. Sixty leagues up we reached Lake of Tears, (Lake Pepin), which we so named because some of us wept the whole night to induce the others to consent to go. A Croix by which striking northwest you can reach Lake Pepin. From Colbert (Mississippi) twelve leagues more the navigation is difficult. St. Anthony of Padua's, whom we had chosen patron and guide, was above St. Anthony to the right we found the river Issati which runs seventy leagues to Lake Issati where it rises. This last lake is probably the source of the Colbert, *i.e.* Mississippi. We were much to our pleasure, and so far, without hindrance, to know how

"On the 11th of April, 1680, we suddenly perceived thirty or forty Indians, coming towards us. They soon surrounded us. As a captive for several months we made our escape and descended the river distant from the country of the Indians who had taken us. We went down the river by the land route, with five French soldiers. Toward the French settlements. We chose the route by the way of the river. Sixty leagues we came to a portage. After sailing one hundred leagues (Green Bay). We then sailed a hundred leagues and reached

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Misilimackinac. After many months we reached Montreal.

Notes, Colbert is Mississippi river.

Notes, Issati is Itasca Lake.

Notes, Ouisconsin is Wisconsin river.

Notes, Fetid bay, Green bay.

Fort Creve Coeur was a frontier fort of Canada.

### THE MISSISSIPPI.

"The name of the Mississippi river is of itself worthy

If France ever had sufficient title to the Mississippi V authority to name the principle river. If this follows th is St. Louis, for in 1712 the King of France ordered in called Mississippi be called River Saint Louis.'

But the people on its banks and on the western continent geographers, like d'Auville, adhered for years to the n

Mississippi is from the Ojibbeway tongue and signifi rivers of water from all sides, or by a liberal translation the national motto, *E Pluribus Unum*."

The first commercial use of the stream was to carry th and barge the transition was easy to the boatmen. But th character of traffic early in the century. Before the tim of river transportation, and the methods of its manage boats were from twenty-five to a hundred feet long Bre capacity from six to one hundred tons. The receptacle f cargo box, which occupied considerable portion of the apartment six or eight feet in length, in which the cap night. Upon the elevated roof of this cabin the steers m were usually two masts, sometimes one served the purp forward, which when the wind was favorable, accelera

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hands, who at other times were compelled to use the m

Going down stream required watchfulness and some in of the navigable currents, but no exhaustive exertion. U a land of savages, pirates and freebooters, the lot of a l not a happy one.

About fifty men were employed. Sometimes all were re fashion of the old canal boat. But when the banks made was accomplished by sending a coil of rope forward to toward which the hands on board pulled the boat. Then end.

There was little poling on the Mississippi, though it was the water, the strength of the stream, and the yielding to the tow and row, and row and tow, and pole and warp for the boatsmen to St. Louis.

Buccaneers invested the mouths of rivers, and the bays and gulfs for them and their spoils till the close of the War of 1812 against flood, robber and fire.

But it is recorded that the boatmen were scrupulous of their consignments, and seldom failed to account satisfactorily. A policy, perhaps, which had as much to do then with business as it does now.

The fates and fortunes of the traveler, however, who had no other than fearless and unscrupulous men, who knew no law but that of their higher consideration than expediency, were not so secure. A mysterious disappearance lies at the bottom of the Mississippi in many instances, must suffice: Cotton Wood Creek and the bayou were rendezvous for pirates who would attack voyagers from the river and appropriate their valuables.

Early in 1787 an event occurred which inaugurated severe measures in dispersing the pirates.

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One, Beausoleil, a New Orleans merchant, started for the West on a breeze arose as she approached Cotton Wood Creek. Their progress under a strong breeze frustrated their design,

The point selected for an attack was an island since known as about two days. The barge had landed and was easily captured. They turned the boat down stream, soon after which a happy

Casotta, a negro, who had effected great pleasure at the time. He kept up a secret understanding with Beausoleil, and when captured became the captors and all the pirates were killed. They were made in fleets, well armed for fight, and within a

In those days of flat boats and barges and endless time, the cost was on an average about \$6.75 per one hundred pounds.

After the establishment of military posts on the Ohio and the West kept with them by the government. Mail routes could not be established. Communications of importance was made through express companies by way of Virginia, and Kentucky, or by transient boats

As this mode was slow, expensive and uncertain, Congress deemed it advisable to establish a more regular and certain mode and the army on the Western frontier. The first mail route was established by Congress in 1786, from Alexandria, in Virginia, to

Lewisburg, Winchester, Fort Cumberland and Bedford, Bedford, and thence to Pittsburg.

On the 20th of May, 1788, Congress resolved that the for the regular transport of the mail between the city of way of Lancaster, York, Carlisle, Chambersburg and each fortnight from the post-offices respectively.

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### Chapter VIII. First United State Boat.

IN April, 1794, with the aid and advice of Colonel O'F of Pittsburg, a plan was devised of transporting the m put into operation early in the following June.

These boats were about twenty-four feet in length, ma rudder. They were manned by five boatmen, viz.: a co and their pieces kept dry in snug boxes along side of th tarpaulin in wet weather, which each boat carried for t generally landed on the beach at the head of an island, v attack from the Indians.

In ascending, as well as descending, the boat was kept traveled against the current averaged about thirty miles

There were four relays between Wheeling and Cincinnati and Wheeling. The station where the boats met and ex Limestone, the distance between which was made in se twelve days from Cincinnati to Wheeling, and about 1

The transport by land only required one day and two fa Pennsylvania. Postmasters were appointed at each of th advantage of the establishment as well as the military. Munroe, an old soldier in the "continental line," during

This mode of carrying the mail was kept up until 1798 mail was landed at Graham's Station, a few miles abov horseback. So cautious were the conductors of these bo them by the Indians. This happened in 1794 to a boat co commanded

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by another man, employed for that trip. The packet wa several passengers on board, as they sometimes did, at the Scioto, on the Indian shore. The man at the helm s it rustling in the leaves. With the intention of killing



the bank, and the man at the bow had risen up with his sword drawn, and had made a dash for the Indians who lay in ambush, and had made three or four men were killed, and another desperately wounded. Several of the time rendered useless. The Indians rushed down the bank, and forced the boat to land. The steersman turned the boat, and forced her into the stream, beyond the reach of their shot. The boat was taken by St. Clair's army, and had probably witnessed the effect of the shot. The man jumped into the river as the boat was turning from the bank, and swam after him, with his drawn knife in his teeth. The Indians impeded his swimming so much that the Indian gained on him, and got one leg free, but sank under the water before, as they dragged behind and nearly paralyzed all his strength, and escape seemed hopeless, when making another effort to get free from the encumbrance. In accomplishing this last struggle, he came up greatly exhausted, with the Indian within reach. He made his exertions to draw his knife from his teeth and give it to the Indian, and quickened by the sight of the gleaming blade upon his breast, he put his remaining strength into one convulsive effort, and forced the Indian's knife, which plunged harmless into the water, within reach of his hand. He repeat the blow he was several feet ahead of him and nearly overtook him. He gave up the pursuit, and retreated to the shore. Nearly overcome by the coldness of the water, Wilbur reached the opposite bank.

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In the meantime the boatmen, thinking him killed or captured, did not stop until they reached the next station, some fifty miles below. The boat was descended to Graham's in safety. By this disaster, the system was broken for two or three days; but was soon after resumed and not broken again until it was laid up for a few weeks until the system was abandoned.

## Chapter IX. The First Vessel to Explore the River from the Sea.

January 6, 1700, M. d'Iberville, in command of the French expedition, anchored off Ship Island. In a few days he determined to make an exploring expedition. He left the ships in three long boats, and proceeded along for thirty leagues entered the mouth of the river, where he found the village of the Bayou Goula Indians, whom we found to be very friendly, and gave them meal, fish and meats. After three days' rest we commenced our journey five leagues above, on the right hand side, came to the mouth of the river, where the banks of the river are very high, called "Istrouma," which signifies Baton Rouge, because the French have placed there to mark the boundary line of the Louisiana territory. Five leagues from this place, we arrived at a large river called the great Natchez bluffs, where M. d'Iberville made a landing. On April 12 left Natchez and, after hard rowing and cordel

As the period of M. d'Iberville's return to France was rapidly approaching, we set off the next morning. We progressed rapidly

current of the river, and in a few days arrived at the Bayou De Bienville had brought from Biloxi with material for descending from Natchez on his route to Biloxi met, and careened in a bend of the river about three leagues in circling in the Mississippi, and if he was not aware the country. The Englishman was much astonished, and after retraced his steps to the sea. It was from this circle called the English Turn. This frigate was commanded by an English with instructions to take possession of Louisiana on the Mississippi.

M. d'Iberville commenced at this place the building of a fort. In command, he returned to Biloxi, followed by two of his ships. Hearing of our establishment at Biloxi, had come to trade with us. We reached the ships. He set sail for France on May 3, 1685. M. de Sauvol to place twenty men under the command of M. de Bienville in the country of the Sioux about nine hundred leagues from New Orleans. Anthony. It was at the village Bayou Goulas that Iberville met M. de Bienville, dated April 20, 1685, which the Indian chiefs had

"Sir — Having found the column on which you placed a monument to be erected about seven leagues from the sea. All relations with us extremely since your attack on their village. I close to be obliged to return under the misfortune of not having found

Two canoes have examined the coast thirty leagues towards the mouth of the chief of the Bayou Goulas had also some engravings, given to him by M. de Tonti, all of which he had presented to us in 1700.

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### THE FIRST BOAT — 1541.

The following is given as an authentic account of the first boat on the Mississippi River by white men: —

"Hernando DeSoto, in his expedition from Florida in 1539. He had with him 620 men and 223 horses. Upon his arrival at the western shore, and for this purpose he commanded his boats, capable of carrying seventy or eighty men each and five hundred men in passage of the great river. DeSoto now determined to spend several months of great hardships he retraced his steps towards the mouth of the Arkansas. Here, on May 21, 1542, he died. Captain General, commanded his body to be wound up and thrown into the midst of the river. After the burial of DeSoto together his followers and they determined to seek the sea to return to Mexico.

"The General then commanded them to commence building



the chains together, which every one had to lead Indian the camp, and to set up a forge and make nails, and co brigantines. A Portuguese of Centa had learned to saw purposes they had carried with them, and he did teach a Geneves, who had learned to build ships, with four and other timbers, made the brigantines. And two caul did caulk them with a tow of an herb like hemp, and b them with the flax of the country. A cooper they had a hogsheds, to hold water. The provision of the vessels they dried for the voyages. On the 2nd day of July they brigantines and Spaniards.

After twenty days descending the river they reached the

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sea, or Gulf of Mexico. The 18th of July, 1543, they w the Rio Grande or Mississippi until they arrived in th days. They came into the River Panuco the 10th of Sep days arrived at the town of Panuco; all of them were ap After remaining at Panuco for some days the Viceroy order that they should be brought to the City of Mexic was made for them by the Viceroy, and those that desi

"This is a narrative by a gentleman of Elvas in 1557.

## WM. LONGSTREET ANTEDATES ROBERT F

A correspondent of the Savannah (Ga.) *Recorder* writes

"ATLANTA, GA., Sept. 1.

"In looking over some of the letters on file in the archi Longstreet, the grandfather of Judge Longstreet, whi that Wm. Longstreet, on the 25th day of September, 17 Savannah River, near Augusta, Ga., and this date was

"If this be true, Georgia, and not New York, is entitl her waters: —

"AUGUSTA, GA., Sept. 26, 1790.'

"SIR — I make no doubt but you have often heard of : But in this I have only shared the fate of all other proje every country to ridicule even the greatest inventions u

"In not reducing my scheme to practice has been a litt people in general), but until very lately I did not think 1 place sufficient.'

"However, necessity — that grand source of invention — my plan, almost entirely with wooden materials, and by the thorough confidence of its success, I propose to ask you

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"Should it succeed agreeably to my expectation, I hope it favors always merit, and should it not succeed, your re-

"For me to mention to you all the advantages arising from it is indeed, unnecessary. Therefore I have taken the liberty to state my wish and opinion, which I hope you will excuse, and I am, your Excellency's most obedient and very

"To his Excellency Edward Telfair."

"ST. PAUL'S SHIP."

### TALES OF SHIPS AND SHIPPING.

Under the above head Gath wrote in the Cincinnati *Enquirer*

"The first boats we suppose to have been hollow logs and have since has made a long history of merchant shipping and ancient times existed, was simply a raft of stupendous size, roofed with animal skins. Scripture, no bigger than the ordinary sailing vessels of the present day. The registered tonnage of the Ark was less than 15,000 tons in comparison.

"The old Assyrian monuments show people crossing rivers and to have used basket-work, around which they had flanked with skins. From the Babylon region was exported to Egypt in vessels of the same kind. A vessel known here was one called the Balza, on the west coast carried twenty tons.

"The Homeric vessels were only large open boats, with a single row of people.

"Pounded sea-shells were first introduced into the sea for the purpose of seeds, and finally pitch and wax. An old ship of Trajan's time. The Romans also sheathed their ships. The names of punt and galley of antiquity. The first vessels which carried horses were built by Mr. Smith who

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was both a believer and a boat builder, shows that she was of the sort of railing around her top, and two masts; she carried a cargo and had two decks besides a high poop and fore-castle.

"They steered vessels for a long time by means of oars

anchors were big stones, but St. Paul's ship carried four and had chain cables for these anchors. The first important Italy for the supply of the Romans.

"Ancient mariners used the gnomon to get the length of

"The Phoenician galleys often had fifty oars in them, longer, so that they all could pull at once; and they sailed ashore. \* \* \* The river Nile has but few branches but they used to make canals of them, and one of these canals was the Suez Canal. The Egyptian sailors were Nile boatmen, and they were employed at one time, and they lived on the boats and had

"The habit the Egyptians had of using the double yard was copied by the Americans, who by the same process beat the English

"The Egyptians put houses on their decks like Americans. The City of Alexandria became the New York of the Old World. A lighthouse was put up, called Pharos, at Alexandria, with lanterns on the top stories at night to guide ships. The port of Berenice was the only one across to Alexandria on the Mediterranean.

"Though the Egyptians were poor sailors, they built some fine ships. The Ptolemy, is said to have been 420 feet long, 57 feet beam, and was the largest steamship of our day. A picture of this vessel shows a straight gunwale, two or three decks on her poop and her bows. The figures are believed to be wrong, at least as far as the dimensions are concerned.

"A fine galley was built by one of the Ptolemy's, which

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contained their bed-chamber, and this vessel was 300 feet long and contained colonnades, marble stairs and gardens."

### A CONDENSED HISTORY OF STEAM.

"About 280 years B. C., Hero, of Alexandria, formed a vessel that ran on steam, and was moved by its power.

A. D. 540 an architect arranged several cauldrons of water in a leather tube, which rose to a narrow top, with the pipe leading to a building. A fire was kindled beneath the cauldron, and the steam ascending the tubes. This is the first notice of steam.

In 1543, June 17, Basca de Garay tried a steamboat of 20 tons. It consisted of a cauldron of boiling water and a movable boiler, as impracticable. A present, however, was made to Garay.

In 1630 the first railroad was constructed at Newcastle-

The first idea of a steam engine in England was in the A. D. 1603.

In 1701 Newermann made the first steam engine in Eng

In 1764 James Watt made the first perfect steam engine

In 1766 Jonathan Hulls first set forth the idea of steam

In 1778 Thomas Payne first proposed the application in

In 1781 Marquis Jouffrey constructed a steamboat on th

In 1785 two Americans published a work upon it.

In 1789 William Symington made a voyage in one on t

In 1802 this experiment was repeated.

In 1782 Ramsey propelled a boat by steam at New York

In 1789 John Fitch, of Connecticut, navigated a boat b

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In 1784 Robert Fulton first began to apply his attention

In 1783 Oliver Evans, a native of Philadelphia, constru

The first steam vessel that crossed the Atlantic was the Charleston, S. C., to Liverpool.

In the New Orleans *Gazette* of July 23, 1807, may be f

"For Louisville, Kentucky.

"THE HORSE BOAT, JOHN BROOKHART, M

"She is completely fitted for the voyage. For freight of cargo engaged), apply to the master on board or to

"SANDERSON & WHITE."

The trip was begun but never completed. Before arriving used up on the tread wheel, and the voyage was abandoned. This is an illustration of the expedients to which the earlier settlers resort in carrying on commerce with the interior. It was Orleans, and carry produce there, but getting the product matter.

"VIRGINIA CITY, September 19.

"TO THE EDITOR OF THE ST. LOUIS REPUBLICAN

"*Dear Sir*— Will you please inform me through the care of your  
whereabouts the steamboat "Sultana," used for transpor-

"By so doing you will oblige yours, very respectfully,

"ERNEST BRAUN,  
"Virginia City, Nevada."

In the early part of the spring of 1864 (it was about the 27th) she  
left Memphis late at night, with upwards of 2,400 souls on board,  
just above a group of little islands called Paddy's Hen and  
is believed the whole battery of five boilers exploded at once,  
was burned to the surface of the water, and the hull sank

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on a bar close to Bradley's Landing. By this terrible catastrophe  
It was the most destructive marine disaster that ever occurred  
over by men.

## Chapter X. Col. Plug, Mike Fink

IN a book published at Louisville in 1852, "The History of the  
found some interesting matter relating to the early navigation  
modes.

"In the winter of this year (1780) commenced the first  
the Ohio and New Orleans.

"Messrs. Tardinen and Honore, the latter of whom resided at  
the earliest trip from Brownville to New Orleans and  
Louisville to the French and Spanish posts on the Mississippi.

"Even previous to this, Col. Richard Taylor and his brother  
Pittsburg to the mouth of the Yazoo, and Messrs. Gilchrist and  
Pittsburg to New Orleans with a view of procuring more  
former place. These gentlemen succeeded in their expectations,  
which arrived at the falls in 1777, was carried around the

"These early attempts at navigation were soon succeeded by  
Perhaps the most exciting and stirring scenes of West Indian  
craft."

The *bargemen* were a distinct class of people, whose ferocity  
and laxity of morals, rendered them a marked people. They  
of many a heroic romance or epic poem. In the earlier stages  
dangerous not only on account of the Indians, whose hostility  
side, but



also because the shores of both rivers were infested with pirates on every occasion to rob and murder the owners of these boats. It was therefore forbidden the navigation of the lower Mississippi by them.

And thus hedged in every way by danger, it became the wildness of the pioneer, while it also led them into the freedom of manner which, even after the causes that produced it, was an integral part of the Western bargeman.

It is a matter of no little surprise that something like a history of the river has never been written. Certainly it is desirable to preserve such a record as is now undertaken which would be likely to produce more both interest and information which would meet with a larger circle of delighted readers. The recent period, so vague and contradictory that it would be difficult to get authentic data in regard to them. No story in which the events are narrated. Nor can one determine what particular person or persons were at the door of each distinguished member of the whole firm. It would serve so well to give an idea of the peculiar characters of the men of that time, that they cannot be omitted here.

Previous to referring to any of these anecdotes it may be well to give a description of the manner of navigating the Ohio and Mississippi rivers and steamboats. It is from the pen of *Audubon*, the celebrated naturalist, that we get a feeling of regret in all who know how to admire that untiring energy of study, which was his greatness of mind and untiring energy of study, which he possessed.

The keel boats and barges were employed, says this excellent writer, to carry such as lead, flour, pork and other articles. These returned to the markets of Genevieve and St. Louis on the Ohio, and descended the Ohio to the foot of the falls at Louisville. They were piloted by the hands, principally Canadian French, and a patrol or rigger.

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Keel boats seldom carried more than from twenty to thirty to fifty men, with a patrol, and carried fifty or sixty tons of freight.

Both these kind of vessels were provided with a mast, of the name of "cordeles." Each boat or barge carried its own crew, and under way, and having passed Natchez, entering upon the Ohio. Wherever a point projected so as to render the course of the river eddy, the returning current of which was sometimes a great one. The barge, therefore, rowed up pretty close under the bank, so that the boat should run against a planter or sawyer. But the crew were there, to all appearance, double strength, and right against the current. They are ordered to take their station and lay hold of their oars, and it is possible that such a point can be doubled and proceed all the way to the mouth of the river.

The boat is crossing, its head slanting to the current and when the other side of the river has been reached, it has

The men are by this time exhausted, and as we suppose the shore.

A small glass of whisky is given to each when they cease their fatigue for an hour, recommence their labors.

The boat is seen again slowly advancing against the stream

It has reached the lower end of a sandbar, along the edge of which the bottom be hard. *Two men*, called bows men, remain at the stern, the steers man, in managing the boat, and keeping the head of the vessel on the land side of the foot-way of the vessel, the other against their shoulders, and push with all their

As each of the men reaches the stern, he crosses to the opposite landward side of the bow, when he recommences the operation of ascending at the rate not exceeding one mile the hour.

The bar is at length passed, and as the shore is straight and uniformly strong; the

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poles are laid aside and the men being equally divided, on the other side lay hold of branches of willows or other

Here and there, however, the trunk of a fallen tree, laying across the river, impedes their progress, and requires to be doubled. The points of the poles and gaff hooks, and propelling around the river again secured in the best harbor within reach for the night, perhaps fifteen miles. The next day the wind proves favorable, and meeting with no accidents has ascended

The next day comes with a very different aspect. The wind is of any kind, and the cane on the bank so thick and stout that it occasions a halt. The time is not altogether lost, as men go into the woods and search for the deer, the turkey or the bear, which pass before the wind changes, and the advantages gained

Again the boat advances, but in passing over a shallow part of the river but hangs fast, with her lee side almost under the water, the men bristling and pushing. At length, towards sunset, the boat is released, and the shore where the weary crew passes another night.

I could tell you of the crew abandoning the boat, and of the boat advancing in this tardy manner, the boat that left the falls reach the falls of the Ohio until the month of July — since

immense trouble it brought only a few bags of coffee, Such was the state of things as late as 1808. The number than twenty or thirty, and the largest probably did not

To make the best of this fatiguing navigation, I may months had done wonders, for, I believe very few voya

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### Chapter XI.

IN this little history Mr. Audubon has said nothing o to which the crews of these crafts were exposed. This sneaking and treacherous, to the boatmen.

The country on both sides of the river from Louisville unpeopled wilderness. On the north side of the river fr desperadoes, whose exploits need only the genius of a S the admiration of those who love to gloat over tales of recklessness of life and of danger connected with these would render them excellent *material* in the hands of a of honor, and that gentlemanly bearing, which made b of Mexico. Their plan of action was to induce the crew game of cards (the favorite pastime of the boatmen), a failed they would pilot the boats into a difficult place, shore such direction as would not fail to run them on a obstruction.

If they were outwitted in all this, they would creep into bore holes in the bottom, or scrape out the caulking. V skiffs and crafts of all kinds and in the most philanthi wreck; and save them they did, for they would row the interior and no trace of them could afterwards be found of his *saved* cargo, he was sure to find an unknown g

One of the most famous of these boatwreckers was Co known in the West as "Col. Plug."

This worthy *gentleman* long held undisputed sway ov Creek. He was supposed to possess the keys to every w have them for his own private

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purposes on many occasions. He was a married man ar soubriquet was Pluggy, and like many others of her s Colonel's peace of mind. Plug's lieutenant was suspect Plug.

The Colonel's wise sense of honor was outraged, his f

He called Lieutenant Nine-eyes to the field. "Dern your ammer (clandestine amour, he meant) will pass? If you me."

They used rifles. The ground was measured; the affair did put it to each other.

Each received a ball in some fleshy part, and each admitted

"You are all grit," said Col. Plug.

"And you waded in like a real Kentuck," rejoined Nine

Col. Plug's son and heir, who was, very possibly, the ground, was ordered to place a bottle of whisky midway

Up to this they limped, and over it they embraced, sweetly plugged by a little cold lead. And Pluggy's virtue having as the animosities of the parties ceased.

Col. Plug, man of honor as he was, sometimes met with whose half savage natures could ill appreciate a gentleman

An instance of this is recorded by the same historian, in the account of the duel. A broadhorn from Louisville had a year before, and, accordingly, on their next descent, the crew left the boat before they arrived at Plug's domain, landing.

The boat with its small crew was quietly landed. They played a game of cards.

They were scarcely seated and placed their money before their ears for an

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attack. The reserve corps of boatmen also heard it, knew it, and was quickly over.

Three of Plug's men were thrown into the river and the field.

Resistance did not avail him.

Those worthless boatmen stripped him to the skin, and, above of his Pluggy's waist, they bound him immovable to

Then seizing the cowhide, each applied it until he was

troublesome thoughts and with a yet more troublesome access to with ease.

Pluggy, finding her lord besieged with those troubles sympathize with him, but the only response she received

Not long after this Plug came to his untimely end. Just whose crew had left it for an hour or two, engaged in digging the caulking out of the bottom, when the stop fastenings of the boat. It began to sink, and after several Colonel sank with the boat and was seen no more.

This sketch of the character of the boatwreckers will present boatmen who were their prey.

Among the most celebrated of those every reader of western of his class.

So many and so marvelous are the stories told of this man to disbelieve his existence. That he did live, however, who knew him personally.

As it is to him that all remarkable stories of western reform the only example here given to illustrate the character

It is necessary, however, to observe that while Mike presents history of all the adventures attributed to him would present degree. Even the slight sketch here drawn cannot pretend

For aside from the fact that, like other heroes, Mike has historians.

He has also had in his own person to atone to posterity hand seal.

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As the representative, however, of an extinct class of men he is again made the hero of "fields his valor never met"

*Mike Fink* was born in or near Pittsburg, where certainly he acted as an Indian spy and won great renown. While still a boy, he gained knowledge of every manner

But while in the exercise of this calling the free, wild and youthful fancy. And the enchanting music of the broad country his fortune on the broad Ohio.

He had learned to mimic all the tones of the boatman's. He learned the people spoke French, and wore their Sunday



pupil in his profession, soon became a glorious master

When the river was too low to be navigable, Mike spent a great deal of time in accomplishing a useful and desirable and an accomplished feat. And in this, he surpassed his compeers. His skill with the rifle was so great that he was present at a shooting-match for beef, which was to be held on the fifth quarter, *i.e.* the hide and the tallow. He was the victor, and his skill, and one he always claimed, always attracted the crowd. His capacity as a drinker was enormous. He was without its effect being perceptible in his language or in his manner, a singular way of enforcing his jests. He used to say to his associates that no man should make light of them. The consequence was that when Mike intended to raise one, he received a sour look which was seldom neglected.

His practical jokes, for so he and his associates called them, along which they passed, were always characterized by that showed no mean talent on Mike's part. One of the most amusing affords a fair idea of the spirit of them all, is told as follows: He observed a large and beautiful flock of sheep grazing on

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in want of provisions, but scorning to buy them, Mike

He noticed there was an eddy near the shore, and as it was very strong he tied her fast. In his cargo there were some bladders of snuff. Taking a handful of the contents he went ashore and cat snuff very thoroughly with the snuff. He then returned to his boat and the sheep owner's home to tell him he had better come on. In going down hastily in answer to Mike's summons, he was singularly affected. Floating, bleating and rubbing the sides of the boat, and performing all manner of undignified antics.

The gentleman was very sorely puzzled and demanded of Mike what he had done to his sheep.

"You don't know?" answered Mike very gravely.

"I do not," replied the gentleman.

"Did you ever hear of the black murrain?" asked Mike.

"Yes," said the sheep owner in a terrified reply.

"Well that is it," replied Mike. "All the sheep up the river have died in hundreds a day."

"You don't say so," said the victim. "And is there no

"Only one as I know of," was the reply. "You see them away as is got it, they will kill the whole flock. In any way."

"But no man could single out the infected sheep and shoot it."

"My name is Mike Fink," was the curt reply. And it was

The gentleman begged him to shoot the infected sheep and give what Mike wanted, but he pretended to resist. "It might be

"They will, maybe, get well. He did not like to shoot and ask some of his neighbors if it was the murrian sheep, he modestly resisted until he was finally promised two gallons

His scruples, finally thus overcome, Mike shot the sheep and gave the brandy.

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After dark the men jumped into the water and hauled the sheep and packed away and were gliding merrily down the stream.

(This incident is by some accredited to Wm. Creasy, a

## Chapter XII.

Another story is told of rather a different character of a man on the river. A negro had come down to the bank to gaze at the reflection of his heel, peculiar to some races of Africans. This peculiar idea of symmetry that he determined to correct it. Accordingly he fired, carrying away the offensive projection. The negro was mortally wounded. Mike was apprehended for this trick and never heard of the infliction of any punishment.

A writer in the *Western Monthly Review*, for July, 1850, asserts that he himself has seen the records of this case and that the defense was, that the fellow could not wear a genteel boot.

One of the feats with his rifle, of which he used to boast

Mike's boat was laying to, from some cause, and he had been creeping along with the stealthy tread of a cat, his eye fixed on a barren spot, a little distance off. Repriming his rifle in a usual noiseless manner.

At the moment he reached the spot at which he went to look at the same object, approaching from a direction little different from that of the quickness of thought, and keeping his eye upon the

moments the Indian halted within fifty paces and leveled his rifle at the body of the savage, and at the moment of Fink

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passed through the red man's breast. He fell dead, uttering a groan, and Carpenter reloaded his rifle and remained in cover some minutes before he came to his hand.

He ascertained that the Indian and the deer were both dead, and he returned to his boat, always thereafter claiming he had

After the introduction of steamboats on the western waters, Mike, with his two friends and nine others, consented, however, altogether to quit his free, wild life and to live together with Carpenter and Tolbert, who were his firm friends, in a company of Missouri trappers, and with this company he went to the Yellowstone River. Here a fort was built and from that place they went in various directions. Mike, with his two friends and nine others, lived to themselves, they dug a hole in the river bluff, and Carpenter had a fierce quarrel, caused, probably by rival

Previous to this time the friendship of these two had been unbroken. Mike had shot as Mike, and it had been their custom to place a tin cup on a target off at a distance of seventy yards with their rifles. This trial was usually successful. After the quarrel and the spring had returned, they had whisky they talked over their difficulty, and renewed the trial of the usual trial of shooting at the tin cup. They skyed a tin cup at Carpenter, who knew Mike thoroughly, declared he would not be the test. He prepared himself for the worst. He bequeathed his life to the test he should be killed. They went to the field and while Mike was aiming Carpenter filled a tin cup to the brim, and without moving the target Mike leveled his piece. After fixing his arms, he raised the gun. Then raising the gun again he pulled the trigger and it fell with a groan.

The ball had entered at the center of the forehead, about the middle of the forehead, and he fell down his

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rifle and blew the smoke out of it, keeping his eye fixed on the target. "Carpenter," said he, "have you spilt the whisky?" He looked at the target. "accident," said he, "I took as fair a bead on the black spot as I could. How could it happen?" and he fell to cursing his gun, powder,

In the wild country where they were the hand of justice and law, Mike had determined to revenge Carpenter, and on the day of the quarrel, in a drunken fit, boasting in Talbot's presence that he was glad of it, Talbot drew out one of the pistols which he had hidden, and shot Mike through the heart. In less than four months

attempting to swim the Titan river, and with him per

Mike Fink's person is described by the writer in the *W* was about one hundred and eighty pounds, height about features, brown skin, tanned by sun and rain, blue but white teeth, square brawny form, well proportioned, e developed, indicating the greatest strength and activity Hercules, except as to size. Of his character, Mike hi "I can out run, out hop, out jump, thrown down, drag River roarer, I love the wimen, and am chock full of f

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### Chapter XIII. [From Sharf's His

Referring to the character of the *vogageurs* or boatmen steamboats, is the following: —

"The boatmen were a class by themselves, a hardy, adv constant peril and privation, and accustomed to severe : at a time they saw no faces but their companions amor days from daylight until dark were spent in constant to either on the boat, or on shore, as they were employed,

At night, after "tying up" their time was spent either amusement of the evening being varied not infrequentl

The labor performed in their occupation was of the sev produced in most of them extraordinary physical develo

So intense was the exertion usually required to propel a hour, and from 14 to 20 miles was all that could be ma

The sense of physical power, which naturally accomp the average boatman, not merely with insensibility of seems to have been characteristic of his class.

The champion pugilist of a boat was entitled to wear a eminence was universally regarded as a challenge to all

In summer the boatmen were usually stripped to the wa turned to the swarthy hues of the Indian. In winter they (capots), a grotesque combination of French and India peculiar appearance.

Their food was of the simplest character. After a sever their "fillie," or ration of whisky, swallowed their ho

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half burned and bread half baked, retiring to sleep they covering, under the open canopy of heaven, or probably called them to their morning fillie and their toil.

Hard and fatiguing was the life of the boatman, yet it occupation. There was a charm in the excesses, in their anticipated at the end of the voyage which cheered them

Of weariness, none would complain, but rising from morning draught, he was prepared to hear the wonted

The boatmen were masters of the winding horn and the moorings, some, to cheer their labors, or "scare off the animating blast of the horn, which, mingling with the along the shores, greeted the solitary dwellers along the

Levity and volubility were conspicuous traits of the boatman. To perform long and continued labor, he would render such. In fine, the average keel-boatman was cool, reckless, energetic, but, notwithstanding certain grave shortcomings, and wrong-doing, such as robbing, murdering or plundering, boldly perpetrated along the sparsely settled banks and lower Rivers.

The departure of a boat was an important event in the upper towns.

On such occasions it was customary for the friends to *voyageurs*. Sometimes half the population of the village prospered on a trip."

For years it was believed that no keel-boat could ascend the river was supposed to present an insuperable obstacle to the navigation.

The doubt was settled by the energy of George Sarpy, who made the difficult experiment of ascending the Missouri. The

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undertaking marked a signal advance in Western river navigation. St. Louis with new facilities for the transportation of goods and passengers, boatmen and increased their numbers.

Of the keel-boatmen, when classed by nativity, the Kentucky account of the fact that they were generally characterized as we are told that so gloomy was the reputation of the Kentucky (except at the miserable wayside taverns) to have the doleful refreshments or a night's lodging. Nor would any pleasure-matron or mistress, unless it might be the uncommon one. For a similar reason, perhaps, badly built boats, with their keels been sold to unsuspecting parties, were known as "Ker-



"In 1802," says a writer on "Early Navigators," in a stove in, she sank immediately, having on board a val

The proprietor, not being on board at the time, concei been caused by the carelessness of the person to whom l brought suit against him for damages. Indeed it was s that the patroon had no business in the neighborhood c should have avoided it.

The defendant's position was somewhat gloomy, but l suit was before (Dr.) Justice Richardson, of Pittsburg "Kentucky boats." The defendant knowing, or having down to the boat and procured some pieces of the plank the plaintiff had, as every one thought, fully establish defendant if he had any rebutting evidence to offer. "Y under the seat, he drew out the pieces of plank above m Honor, except these pieces of plank which I can prove t breaking

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of which caused the sinking of the boat, which I say v reasonably sound. Look at them; your Honor will find charge of one of these damned Kentucky boats."

Without in any way noticing the blasphemous express proved to be thoroughly rotten and defective, unfit to b boat. After hearing from the defendant's helpers, that 1 and the identical place where she had broken, the court

"This court had the misfortune once to place a valuabl such; which sunk and went down in 17 feet of water, th yellow bellied catfish, there being no snag, or rock, or court being satisfied with the premises in this case do plaintiff's cost — to have included therein the expenses from the wreck, for the purpose of obtaining such dar plank has furnished." The bottom plank was deemed p Kentucky boats in the minds of the public, and it was inadvisable to urge the suit any further."

Whatever may have been the law and the practice in the would have exonerated the defendant, as the boat in que would have been necessary, in the case cited by Justice introduced some testimony to satisfy any court or jury catfish of that day.

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## Chapter XIV.

Besides the ordinary dangers of the treacherous current Mississippi, and occasional assaults from prowling s to face the more serious attacks of river pirates. Many warehouses of St. Louis never reached its destination. limited to the seizure of goods. The proof of rapine w witnesses.

The caves of the pirates were often rich with the spoils became more frequent in proportion to the impunity w interruption of trade became so gross and the danger to Louisiana was constrained to take more effective steps order excluding single boats from the Mississippi gra that were strong enough to repel their assailants. The p from their haunts.

The arrival at St. Louis in 1788 of a flotilla of ten boat village. It was the last year of Don Francisco Cruzat's

In the year before, M. Beausoliel, a New Orleans merc that still bears his name, and subsequently escaping, k returned to New Orleans and reported his experience to all boats bound for St. Louis the following spring sho carried out and the flotilla *des dix baledux* made the v supplies of the pirates, with a valuable assortment of r many boats on previous occasions.

In an advertisement published in 1794, the patrons of a safety. The statements which were made to allay apprel not then groundless. A large crew, skillful in the use o ammunition, equipment on each boat of six one-pound

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and a loop-hole rifle-proof cabin for the passengers, w which were based the hopes of security.

So formidable an array of weapons was not well calcula safety of the voyage. The boatmen were very active in: infrequently administered lynch law, in summary fast this character was that which occurred in 1809. Island "Crow's Nest," 170 miles above Natchez, was notorious horse thieves, counterfeiters, robbers and murderers. I Reach." From thence they would sally forth, stop pass: impracticable, would buy their horses, flour, whisky

Their villainies became notorious, and several years pu produce any result in the way of punishment or eradica the application of lynch law, from several keel boat cre unfolded, and perhaps never will be. But for terrible ret authorized decrees, it never had its equal in any admin so many shadows on the West and South.

The autumn of 1809 had been marked by many atrocities at the Crow's Nest." Several boats and their entire crews had disappeared, and their bodies were found afterwards. The country around and up and down almost every conceivable form, by depredators, whose headquarters were at the Crow's Nest. At one time it occurred that several boats were seen at Mile Reach, within speaking distance of each other, but

The crews of these boats were well informed as to the whereabouts of the robbers a few miles below them. Many of them had friends and relatives who were missing ones. By what means it was brought about, is not known. But one dark night, a few hours before daylight

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these wind-bound crafts, well armed, descended in their boats, and their occupants, whom they secured after a short encounter, and several of the robbers killed. Nineteen men, a boy of fifteen, and a woman, after sunrise, the boy, on account of his extreme youth, was spared. What was the punishment meted out to the men, whether it was of any degree of certainty.

None but the boy, the boatmen and the two women, however, were spared. At about half past twelve o'clock noon, the crews were back to their boats, and they were then shoved out, and by sunset they were far down the river, and the robbers received their lawful retribution. Two years afterward came the great floods of 1811 and '13, destroyed every vestige of the Crow's Nest, and with it passed away from public sight the scene of the crimes, and the awful doom that awaited them.

Some years later a new type of desperadoes appeared who were not much more exemplary in their conduct than the old ones.

Mike Fink, in particular, was the model hero of the Mississippi. On the pages of popular romance, was a ruffian of surpassing

His rifle was unerring, and his conscience was as easy as a feather. His business could wish. His earliest vocation was that of a spy, or government spies or scouts, whose duty it was to watch the movements of the Indians. At that time Pittsburgh was on the extreme verge of the wilderness, and the constantly employed generally extended their reconnaissances out singly, and living in Indian style, they assimilated themselves to the Indians.

In their border warfare, the scalp of a Shawnee was considered a great prize. Mike Fink, tiring of this, after awhile returned to the occupation of a boatman, put all mankind, except the Indians, to flight, and faithful, under contribution and became

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came nothing more nor less than a freebooter. "Mike, of Joe's brothers." — (See history of Mike in another c

## Chapter XV.

James Girty, another of the famous Mississippi boatmen, constructed like other men, for instead of ribs, nature on both sides, without any interstices through which a k

He possessed amazing muscular power, and courage in never been whipped. The trade conducted by these boats

As early as 1802 the annual exports of the Mississippi were valued to \$2,500,000. Up to 1804 the annual value of the fur trade. The Province then exported lead, salt, beef and pork, and from Philadelphia and Baltimore, groceries from New

Short notices in the newspapers of the day, announcing the arrival of a barge at Louisville about 1,600 weight. Apply at the printing o

"Thirteen boatmen are wanted to navigate a fur boat to Louisville in a month. Customary wages will be given."

"The barge Scott will start from St. Louis on the first of the month for Frankfort in Kentucky, on reasonable terms. Apply to J

**FREIGHTING FROM NEW ORLEANS TO KASKASKIA.**  
We doubt whether so unique or so old a bill of lading has ever been seen as that which follows. It is a translation from a bill of sale made by a notary in Kuskaskia, Ills.

"And it has been further agreed that said Mettazer procure a certain quantity of place of this town of Kaskaskia, at his own risks, the value of the same weighing about 290 pounds, used for the

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manufacture of salt, and which said Bienvena owns in common with her to said Mettazer, for his salary and freight, after the cost of 100 bushels of salt, two hundred pounds of bacon, and two hundred dollars costs, etc."

*From St. Louis Republican.* &

"Shipped by Peter Provenchere, of the town of St. Louis, Mo., whereof Charles Quivey is master, now laying at the wharf of Louisville, immediately to depart for Louisville, Ky.

"F. T. Six packs of deer skins marked and numbered as follows, containing about thirty-two gallons, all in good order and well covered, in good order and condition, unavoidable accidents excepted, un



And, moreover, I acknowledge to have of the said Peter Lorimer, inhabitant of Cape Girardeau, four thousand transferred to my order, and I bind and engage myself to the said note, and if I reclaim it to deliver to the said F pounds of deer skins, together with the six packs and to return the note to Mr. Tarriscon, he or they paying

"In witness whereof I have set my hand to three bills of accomplished, the others null and void. CHARLES Q

"Test. WM. C. CARR, ST. LOUIS, 8th, A. D., 18

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### Chapter XVI. "The West." Public James Hall.

The French, who first explored our Northern frontier, Michigan, and afterwards penetrated through Lake Superior branches of the St. Lawrence interlock with those of the improving the bark canoe of the natives, they were enabled had seemed to have rendered inaccessible to man by floods snow at another, by the wide-spread lakes, and ponds, intercepted the journey by land, and by the cataracts and water. All difficulties vanished before the efficiency of it, though heavily freighted, to ride safely over the wretched slender form and lightness of draught permitted it to run in the narrowest channels; while its weight was so little, that it could be portaged from one stream to another. Thus when these intrepid voyageurs encountered an impassable barrier, the boat was unloaded, the freight was carried in packages for that purpose, was carried round the obstacle, and then was again launched in its proper channel. The bark canoe, like some amphibious monster, forsook the land to the nearest navigable stream. By this simple but effective means the great continent of North America was penetrated to its wilderness, and a valuable staple brought to the marts of commerce by means of bringing to market this great mass of the treasure never was an important object affected by means so insignificant.

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But the human labor, and peril, and exposure — the cost was far from insignificant. The results were great. Besides the exploration of a great continent was explored, the boundaries between the established, an intercourse with the Indian tribes was established, treasures of science. And all this was accomplished, not by a conqueror impelled by military ambition or the lust of money, or the shedding of human blood — but by the great stimulus of commercial enterprise.



Turning our attention to another part of the great theatre, crossing from the lakes to the Mississippi, passing up from the Gulf of Mexico to the Falls of St. Anthony — short, establishing a chain of posts and colonies, extending westward of the British Colonies, to the mouth of the sought the precious metals; imaginary mines of gold to brave the terrors of the climate and the wilderness, a toil and privation. Though disappointed in the object of empire, they explored and developed the resources of the emigration which had been gradually filling up the land which we see blooming around us, and promising harvests.

"When the sagacious eye of Washington first beheld Ohio, he saw and pointed out the military and commercial occupation. Had the annexation of this country to the United States, been a political question, how various would have been the discussion, how slow the action, how uncertain the result. If aggrandizement was not achieved by the wisdom of statesmen, had a few daring pioneers settled in the wilderness, they had discovered the rich promise of the West. Commerce did not then, nor in

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any instance, in the settlement of our country, wait until the front, 'as is supposed to be her usual custom. However, from a full participation of the perils of this glorious enterprise, she came with the advance of the army of pioneers,

"The first settlements in the West were made by the backwoods men who were soon after followed by those of Pennsylvania and the East. From these sources originated that great population; and from these sources originated that great energy which drove back the savage, and opened the way for civilization. The people, whose history is full of romance — but it is not so simple and frugal as they were in their habits, they were a social circle whose center glowed with the brightest refinement. They wanted beyond the mere fruits of the earth and the products of the crude materials which promised an abundant supply.

"Wherever there is a prospect of gain, there will the adventurous spirit follow, however dreary the path, however difficult or dangerous. Still an unbroken mass of wilderness, trains of pack-horses, by the winding bridle-path, threading the meanders of the mountains, of precipices, and sliding down the declivities, which were the domain of the wild beast. They were laden with merchandise for traffic. They endured hardships which beset the traveler in the wilderness — the discipline of courage and discipline of the soldier. For the road they had no other than the track that had been beaten smooth by the feet of the pioneers, who still lurked in the way, bent on plunder and carnage. They had no accommodation, and no shelter. Throughout the day they endured the acclivities, fording rivers, enduring all the toils of an adventurous life in the wilderness; observing the precaution and the discipline

merchants, carrying their wares to the forts and settlers

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they were the pioneers of that commerce which now enervates the empire. They deserve a high place among the founders of the West. They supplied the frontier with supplies of arms, ammunition, clothing, and other necessaries, and they were the first to bring British influence to the frontier to sustain themselves against the hostilities of the Indians, and supplied with the implements of agriculture by the same humane and enlightened people.

"The first boats used in the navigation of the Western river were flat-bottomed barges, the first of which was only used in descending the river, and propelled laboriously by poles. Navigating through the rapids and hostile savages, the boatmen were armed, and depended on their skill. Mike Fink, the last of the boatmen, was an excellent marksman, and could defend his boat as of his skill to conduct it through the rapids. The Indians, lurking along the shore, used many stratagems to capture the boats, and those who were unsuspecting enough to be taken were killed. Under the best circumstances these boats were slow, and the means of communication uncertain, and the means of communication uncertain.

"The application of steam power to the purposes of navigation on the Western river is the most important event in the history of this country. It is that which has contributed more than any other to the increase of our population, and the almost miraculous development of the West, whether the honor of the invention is due to Fitch, to Fulton, or to any other person involved in the discussion in which we are now engaged. It is the most all-powerful agent in the West — for the power that adds to the wealth of the country from an unpromising beginning, through discouragement, and the loss of life, vast expenditure of money, and ruinous loss, to the present, is again referred to the liberal spirit of commercial enterprise. It was the more; it was the wealth of the Western merchant, and the result of the experiment to a successful issue. The first fruit of the invention was the New Orleans and back in forty-five days.

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the enterprise were far from encouraging; failure after failure, and difficulties by which it was surrounded. For although the first voyage through the water, and although the last was usually by land, the most doubtful question, whether the invention could be made, was not until five years of experiment, and the builders were convinced by the brilliant exploit of the Western merchant, New Orleans and back in forty-five days.

"The improvements in this mode of navigation since the first voyage from New Orleans to Louisville has been made in less than six days, and back is made easily in two weeks. During the high water season a voyage from Pittsburgh to Cincinnati was made in twenty-seven hours, and now regular days and hours for departure.

"Explosions and other destructive casualties have become

only from obstructions existing in the channels of the could do, to bring this navigation to perfection, has been The wealth of individuals has been freely contributed, with a degree of injustice which has scarcely a parallel of man does not exhibit a spectacle of such rapid advancement, refinement, such energy, perseverance, and enlightenment exhibited in the progress of the Western people — nor convinced toward us by the government. All that we have, unaided by a government to whose resources and power and maintain a fleet of five hundred steamboats, bearing hundred million dollars — while we are subjected to and the narrow and unwise refusal of the government to remove obstructions from the channels of rivers, over which it

"By our own unaided exertions we have now actively engaged in the export of merchandise

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more than five hundred steamboats, worth ten million thousand tons, and plying upon a connected chain of rivers

"The value of the exports and imports, floating on the two hundred and twenty millions of dollars, consisting on one hand, and of the fabrics of foreign countries upon the other, by the merchants, and by them thrown into the channels of trade

"If the mercantile class had rendered no other service to the country than that of fostering the agency of steam, in navigation and manufacturing, it would have merited more lasting gratitude and honor, than the most illustrious statesman could have earned by the justice and enthusiasm of his country."

## Chapter XVII.

Previous to the year 1817, the whole commerce from New Orleans to the West Indies, was carried on by about twenty barges, averaging one hundred tons each. The importations from New Orleans in one year could not be transported by the largest steamboats in the course of a season. On the upper Mississippi, the keel-bouts, of about thirty tons each, which made the trip in two months, or about three such trips in the year. They were to inquire what would have been the probable condition of the commerce if it continued to be dependent upon such insufficient means

"The pioneers were a noble race, and well did they disclose the path into the wilderness. They scaled the ramparts of the Alleghenies, erected as barriers against the footsteps of civilized man, and opened a way to the country. Their lives were full of peril and daring; their

"The farmers who have subdued the wilderness are hardly designated as the bone

and muscle of the country. They have cheerfully encouraged men who would have shrunk in despair, and have won the fruits and dangers such as rarely fall to the lot of husbandmen.

"But without detracting from the merits of either of them now, without commerce? Suppose its rural population without the aid of the numberless appliances which have been introduced by trade, to what point would their population and their progress have been? Without steamboats, canals, railroads, turnpikes, and other facilities, what would be the destiny of our broad and fertile plains? Desert and solitude would be the lot of the population, rich in flocks and herds — a roaming, passing by the natural increase; while the country would have remained locked in the bosom of the earth. But commerce came, offering rich rewards to industry, and stimulating labor with her money, and the various representatives of modern progress. Trade, intercourse, united action and mutuality of interest. Turnpikes, by roads, bridges were thrown over rivers, and highways were opened. Traveling was rendered easy and transportation cheap. The earth yielded its mineral treasures; iron, lead, copper, coal, saltpetre, and diamonds have been taken from our soil, and brought into use. The population increased, and are daily and hourly increasing in variety of occupation. We see the smoke of the manufactory, and heard the cheerful sound

"Such have been the trophies of commerce; and still there is no page in the history of our country more surprising than that which depicts the adventures and the perils of the trade on the Western frontier. Leaving St. Louis in large parties, with the cheerfulness of men in pursuit of pleasure. Yet their wanderings were full of hardship. Crossing the wide prairies, and directing their

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they remain months and even years in those savage wildernesses with no food but such game as the wilderness affords, eating beaver and otter in the mountain streams, and fighting — their lives are a long series of warfare and watching. Yet they are secure to us the fur trade, while they explore the unknown. They are the pioneers in the expansion of our territory.

"So, too, of the caravans which annually pass from St. Louis to the Pacific. Their purpose is trade. They carry large amounts of valuable goods, and bring back rich returns. But like the trapper, they go at the expense of the dangers of the wilderness. And here, too, we see the spirit of adventure and sustained by a daring courage and an invincible perseverance.

"There are many persons still living who bear in their faces the marks of the perils and hardships of the wilderness, which have distinguished the progress of man. The rise of Napoleon, the expansion of the French empire, the nearly conquered Europe, the lavish expenditure of blood



man of brilliant genius and stubborn will, are still recent, overthrown, nations conquered, crowns transferred; — circumstances, the terror, the dreadful carnage, that at

"Within the same period the great plain of the Mississippi and widely scattered colonies. Here also arose a mighty banner. A vast region has been overrun and subdued. It has been leveled, and the valleys filled up, and the rough waste made smooth by the invaders. The land has been taken. A broad expanse extending from thirty and ten degrees from east to west, has been rescued from the savage, and brought under subjection to the laws of civilization. Millions of acres have been planted upon the soil. Cities have grown, and harvests, and

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the rivers bear the rich freights of commerce. This has been done by war, without national violence, without the domestic conquest. The conquests of the war-like emperor have been made by a peaceful fabric; while a commercial people, using only pacific means, and wealth might easily satisfy the ambition of even a Napoleon. It is done and by credit — by the muscular exertion of the farmer, and by the fiscal ability.

"The great West has now commerce within its own limits. It is a link between the United States and Europe. In that wide land are found only representatives of labor, and a painted savage the taker of the necessaries of life, letters and the fine arts are cultivated.

"We have, in the West and Southwest, an incorporated system of banking, affording, with its circulation of notes, a capital of a hundred millions, and however the demagogue may rail against these institutions, this capital is so much actual power, wielded by the common sense of the people. The poor may envy the rich the possession of that of which they can do no use, but they can decry credit, for the same reason, but the truth is that the power is in the hands of banks and the enterprise of merchants. The farmer has prospered. Commerce has supplied money to purchase land, and the building of roads, canals, and steamboats are due to the enterprise of the farmer. The agricultural products, which but a few years ago were the only sources of wealth to the farmer — of vast aggr

"In 1795, when the troops of Wayne triumphed over a wilderness, Ohio was a wilderness; now we have a population of two millions, the pursuits of industry, a country rich in resources, high turnpike roads, railroads and canals; the aggregate extent of the State being over fifteen hundred miles, and their cost r

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fourteen millions of dollars. And these are not military expenditures, but for the government, neither are they the highways of a rural p



intercourse — they are the avenues of commercial system throughout the broad land, nourishing its prosperity in wants, the influence, and the wealth of commerce.

"The introduction of steamboats upon the Western waters contributed more than any other single cause, perhaps of human skill, combined, to advance the prosperity of the country are, its magnitude — its fertility — its mineral resources, its peculiar adaptation to commercial purposes is evident. The useful minerals combine to render agricultural labor more productive, the amount of produce raised for consumption, and for export, is considerable, but liberally disposed to purchase foreign produce, and purchase more amply, than the farmers of any other country. The capital employed, as compared with the amount of population, is small, and the country, over which these operations may be extended, is vast. The produce, to be exchanged, concentrated, or distributed, is unexampled in any other country, to compare with the Western rivers. The rivers are navigated in various directions, to the distance of two hundred miles. The amount of this immense plain is intersected by these natural canals, which was left to human skill and energy to turn her gifts to the most profitable use, and man more usefully employed than in the discovery and cultivation of minerals, was all that the Western country needed; and the name of the country is Washington; if the one conducted us to liberty, the other conducted us to chains which bound us to a foreign country; the other multiplied the ties which bind us to each other.

"The rapidity with which new channels of trade have been

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opened, and are now daily becoming developed, is astonishing, and in the facilities for transporting merchandise by land is more remarkable.

"It is needless to do more than mention the Indian canoes of a period but little beyond the memory of living witnesses on the Western rivers. For the purpose of commerce they were entirely adapted to the branch of trade.

"Previous to their intercourse with the whites, the canoes were unwieldy, and imperfect, than any that are now in use. They were made of stone, of which we see specimens in our museums, and were used to remove away the part intended to be removed. Some of the most civilized people, still pursue the same laborious and unsatisfactory mode of canoe assumed the present shape.

"The birch canoe is peculiar to the northern regions, and was first used by the French traders, under whose directions they acquired the art, and given them their celebrity.

"The earliest improvement upon the canoe was the pirogue; this boat is hewed out of solid log; the difference is, that it is composed of several pieces of timber as if the canoe were in sections, and a broad flat piece of timber inserted in the middle of the vessel. This was probably the identical process by which the men build boats, began in the first instance to enlarge canoes into ferry boats, to transport horses across our rivers, and to build of sufficient size to affect their object in perfect safety.

"These were succeeded by the barge, the keel, and the flat-bottomed boat, the largest, had the greatest breadth, and the best accommodation for cargo, less depth, and was better fitted to run in shallow channels. This class of men, who became distinguished as well for

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their drolleries, as for their predatory and ferocious habits. Their population, their numbers rendered them formidable, and their few settlements, which contained a sufficient number of men to build a barge, consisting usually of thirty or forty hands; which made them completely masters of the place. Their modes of evading the law, were such as would naturally make them free. The country they traveled in their voyages was entire wilderness, where they nor felt any of the restraints of law; and where for days they lived with each other. The large rivers whose meanders they followed, living continually on the lines which divided different territories, from one to the other, and never be made responsible to

"One of the earliest attempts at an intercourse with New England deserve a separate mention. In 1776, Messrs. Gibson and Smith, a Senator in Congress from Missouri, descended by way of the river military stores for the troops stationed at the former place on this enterprise, and brought back a cargo of one hundred and fifty barrels of flour from the falls of the Ohio, on their return in the spring of 1777. The cargo round the rapids, each of their men carrying a barrel, delivered at Wheeling, and afterwards transported to F

"The character of Mike Fink, 'the last of the boatmen,' is described in the pen of one of our best writers. He was a leader of the pack, of Herculean strength, his contempt of danger, his frolicsome and desperate man — yet possessed a degree of humor, which his boldness conciliated for him a sort of popularity, which caused his name in tradition. In his calling, as a master of a barge, he would have belonged to most of his class; for it is a singularly difficult and valuable cargoes of

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merchandise committed to their care, and secured by their own hands, carried safely to their places of destination and the travelers who relied securely on their protection.

"In the earlier periods of this navigation, the boats employed by the Indians, who employed a variety of artifices to decoy the individual, disguised in the apparel of some unhappy man, appeared on the shore making signals of distress, and the crew, supposing him to be one of their countrymen, near the shore for the purpose of taking him on board; touching the bank, a fierce band of painted warriors were in ambush. Sometimes the savages crawled to the water, and allured the boatmen, who were ever ready to exchange their boats for a sufficient number of savages, by open violence, though sometimes by artifice, against men as wary, and as expert in bordering their boats in their canoes, or rushed upon the boatmen, who drove them to the shore.

"These boats, but rarely using sails, and receiving only a small wind, descended the stream with a speed but little superior, and with many accidents and delays to lengthen the voyage. The voyage from Pittsburgh to New Orleans, while the return voyage was not without a degree of toil and exposure to which nothing but indomitable spirits, would have been equal. The heavy current by poles, or, where the stream was too deep to be navigated by poles, required the exertion of great strength and discouraging — as the laborer, obliged by the heat of the sun, was forced to traverse the precipitous banks, to push his way through brush and

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the undermined shore, which giving away under his feet, he fell into the Mississippi. After a day spent in toils which strained his strength, he threw himself down to sleep, perhaps in the open air, and in the exhalation of the Lower Mississippi, and the ferocious savages, as unconscious of danger, or inconvenience, as the natives in the swamps.

"The flat-boat was introduced a little later than the other, and had a flat bottom, and perpendicular sides; and covered throughout only with the current, it never returns after descending the stream, by emigrating families, to transport themselves down the various tributary streams, and floated out in high water.

"The French, who navigated the northern lakes, the Mississippi, and the trade, the use of the Indian birch canoe. McKenny, in his travels, described those boats.

"Its length was thirty feet, its breadth across the widest part, six feet, half feet deep in the center, but only about two feet near the keel.

"The materials of which this canoe are built are birch bark, with wattap and gum, without a nail, or bit of iron of any kind, is bark — the bark of the birch tree — and where the edge

sewn with this wattap, and then along the seam it is g  
shaven thin, not thicker than a blade of a knife — these  
by means of these ribs of cedar, which fit the shape of  
the edges are pointed and let into a rim of cedar about a  
forms the gunwale of the canoe, and to these, by mean  
wattap being wrapped over the gunwale of the canoe, a  
ribs are all sewed; the wattap being wrapped over the g  
Across the canoe are bars, some five or six, to keep it i  
ends

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against the gunwale, or edge, and fastening them to it  
along side of, but below the bars, and are of plank, some  
of two pieces of rope, passed through each end, from

"These boats are so light, and so easily damaged, that  
them, yet the one described above carried not less than 1  
French navigated the Western rivers, and crossed the la  
The great peculiarity of this navigation is that these li  
river to another, or around the rapids and cascades, ove  
accordingly made up into packages, each of which ma  
over the portages, on the backs of the engages, by mea  
are still used in the fur trade.

"As a curious illustration of the rapid improvement of  
trade, I copy the following advertisement from a news  
*Territory*, under date of Saturday, January 11, 1794, by  
boats, carrying probably not more than twenty tons eac  
between Cincinnati and Pittsburgh, and that these wer

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### Chapter XVIII. The First Passen

TWO boats for the present will start from Cincinnati  
following manner, viz.: —

"First boat leaves Cincinnati this morning at eight o'c  
sail again in four weeks from this date.

"Second boat will leave Cincinnati on Saturday, the 30  
above.

"And so regularly, each boat performing the voyage to  
four weeks.

"Two boats, in addition to the above, will shortly be c  
boat of the four will set out weekly from Cincinnati to



"The proprietor of these boats, has naturally considered the common method hitherto adopted by navigating the Ohio, as a combination of philanthropy and a desire of being serviceable to the public, and has accommodated on board the boats as agreeable and comfortable as possible.

"No danger need be apprehended from the enemy, as every boat is armed with six pieces against rifle or musket balls, and convenient port-holes for the guns; also a number of barrels of ammunition; strongly manned with choice hands, and well equipped with provisions.

"A separate cabin from that designed for the men is provided for the ladies on their passage. Conveniences are constructed on board, and every unnecessary, as it might, at times, be attended with delay.

"Rules and regulations for maintaining order on board are established, and tables accurately calculated for the rates of freightage, and the time of passage from Cincinnati to Pittsburgh; also a table of the exact time of passage between different places on the Ohio, between Cincinnati and

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Pittsburgh, may be seen on board each boat, and at the same time the boats are supplied with provisions and liquors of all kinds of the best quality, and as far as possible. Persons desirous of working their passage westward, may apply to the captain, or however, to the same order and directions from the master of the boat, or any of the crew.

"An Office of Insurance will be kept at Cincinnati, and persons desirous of having their property insured, may apply to the same.

Such were the vessels in which the whole trade of the Valley was carried on in 1811. Nor was the transportation by land farther advanced, as the mountains were so wretchedly bad that wagons toiled and the greater portion of the merchandise was carried on the backs of mules. It was the result of enterprise, and a rapid advance in improvement, that led to the establishment of the steamboat. Mr. Brown, a delegate from Kentucky, in Congress, in 1807, presented to that august body, for asking the establishment of a mail by steamboat once in two weeks. He was told that such a mail was not required, and that the obstacles of the road were insurmountable. It was the establishment of two daily mails on the same route; which, by the steamboats that lead to the West, have rendered it accessible with ease.

We proceed now to give some account of the steamboat, and of the early attempts towards the accomplishment of the project.

Mr. James Rumsey, of Berkely County, Virginia, in 1782, and in 1784 obtained from the Legislature of Virginia a charter for waters with such boats. In 1788, he published his project, and obtained certificates from the most respectable characters in Virginia, all of which assert, that a steamboat was actually constructed, and that it could travel at the rate of three or four miles an hour, against the current.



was in a very imperfect state. In 1819, his brother, Dr. model; and at

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that time it was said that the Rumsey plan united simplicity of degree, far superior to any other. The more complex models have, however, been more successful.

In 1785, John Fitch, a watchmaker in Philadelphia, conceived the idea of a steamboat. He was both poor and illiterate, and many difficulties attended the practicability of his invention. He applied to Congress, and offered his invention to the Spanish government, to be rewarded without any better success. At length a company was formed to build a steamboat, and in the year 1788, his vessel was launched. It was ridiculed as the novel, and, as they supposed, the chimerical

It seems that the idea of wheels had not occurred to Mr. Fitch, which worked in frames. He was confident of success, and started off in good style for Burlington. Those who had laughed in derision looked grave. Away went the boat, and the projectors an unbelieving public. The boat performed her trip to Burlington, but unfortunately burst her boiler in rounding to the wharf near the city. Fitch persevered, and with great difficulty performed another trip to Burlington and Trenton, and moved at the rate of eight miles an hour; but something more than a projector only conquered one difficulty to encounter another in his plans, but to the low state of the arts at that time, the machinery made with proper exactness. Fitch became discouraged in the invention, after having satisfied himself of its practicability.

This ingenious man, who was probably the first inventor of a steamboat, which he deposited in manuscript, sealed up, in the Philadelphia, at his death. When, or why, he came to the West we have not known. He died and was buried near the Ohio. His three volumes of plans to contain his

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speculations on mechanics. He details his embarrassments, and shows how ardently he desired success, and which will be enough to mourn over the blighted prospects of genius. His plan, which, in his hands, failed only for the want of a century, we shall see our Western rivers swarming with steamboats on the shores of the Ohio, where the song of the boatman and the music of the steam engine sooth his spirit. We can sympathize with the ardent projector whose whole life had been devoted to the accomplishment! And how touching is the sentiment found in his will when some more powerful man will get fame and riches, "poor John Fitch can do any thing worthy of attention." His predictions were verified. He must have died about the

"The first steamboat built on the Western waters," said  
"was the Orleans, built at Pittsburg in 1811; there is no  
previously to 1817; from that period they have been rapid  
style of workmanship, until 1825, when two or three boats  
common consent to be the finest in the world. Since that  
and Chesapeake boats rival and probably surpass us, in  
as 1816, the practicability of navigating the Ohio with  
most sanguine argued favorably. The writer of this work  
company with a number of gentlemen, the long struggle  
ripple (five miles below Pittsburgh), it was the unanimous  
conquer the difficulties of the Mississippi as high as  
"some more happy century of invention."

We can add another anecdote to that of our friend who  
building his first boat at Pittsburgh, he traveled across  
several young gentlemen from

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Kentucky. His mind was teeming with those projects,  
since rendered his name illustrious — and his conversational  
facilities for transportation. Upon these subjects he spoke  
much as they respected the genius of the projector, with  
extravagance of his expectations. As the journey lasted  
each other, they ventured to jest with Mr. Fulton, by asking  
steam; and a hearty laugh succeeded whenever the subject  
his favorite element. At length, in the course of some  
the mountains, over which they were dragged with great  
wheels, Mr. Fulton remarked, "the day will come, gentlemen,  
you, who are younger, probably will — when carriages  
engines, at a rate more rapid than that of a stage upon  
of this prediction, together with the gravity with which  
mirth in this laughter-loving company, who roared, shared  
their merry excitement. This anecdote was repeated to  
finding himself rapidly receding from Baltimore in a  
made twenty years before.

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### Chapter XIX.

IN a small book published in Pittsburgh, Pennsylvania,  
the first connected account of the intention and purpose of  
steamboats on to the inland waters of the West. It says

"There is now on foot a new method of navigating our  
Mississippi Rivers. This is by boats propelled by the  
successful operation on the Hudson River, in New York  
Burlington. It has been stated the one on the Hudson goes  
and tide, on her route between New York and Albany, is  
frequently. From these successful experiments there can

Western waters, and proving of immense advantage to

A Mr. Roosevelt, of enterprise and who is acting, it is said, by the aid of Livingston, of New York, has a boat of this kind on the river, calculated for 300 or 400 tons burden. And there is one man who will no doubt push the enterprise. It will prove a new mode of boat working its way up the windings of the Ohio, with the aid of manual labor about her, moving within the secrets of the river, and power undiscoverable."

## FIRST TRIP OF THE NEW ORLEANS, 1811.

[From I. H. B. Latrobe's address before the Maryland Historical Society, 1845.]  
"Prior to the introduction of steamboats on Western waters, navigation consisted of keel-boats, barges and flat-boats. The two latter were the most common. The flat-boat, or "broad horn," was broken up for its cargo. Whether steam could be employed on Western rivers was a question which Albany was not considered as having been solved satisfactorily until the building of a boat at Pittsburgh, to

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ply between Natchez and New Orleans, it was considered that the currents of the rivers to be navigated. These inventions were by Mr. Roosevelt, with the understanding that if the report was correct, Fulton, and himself were to be equally interested in the enterprise, to supply the capital, and Roosevelt was to superintend the

"He accordingly repaired to Pittsburg in 1809, accompanied by Mr. Fulton, which was to contain all the comforts for himself and his crew. The trip from Pittsburg to New Orleans, and this boat was the home of the first steamboat to New Orleans about the first of December, 1809, and returned in the month of February. Mr. Roosevelt had made up his mind that steam was to be the mode of navigation, and could best be done upon the Western streams. He gauged the rivers, and obtained all the statistical information within his reach. He purchased them and opened mines of that mineral, and he caused piles of fresh fuel to be heaped up on the banks of the rivers, whose keels had not yet been laid and whose existence depended on the capitalists, without whose aid the plan would have terminated in failure. The report so impressed Fulton and Livingston, that in the month of February, 1809, he superintend the building of the first steamboat that was

"On the Alleghany side, close by the creek and immediately opposite to Mr. Roosevelt's vessel was laid. The railroad depot of the Erie Railroad (1832). The size and plan of this steamboat was determined. It was one hundred and sixteen feet in length and twenty feet beam. The cylinder and the boiler, etc., was to be in proportion. To obtain the ribs, knees and beams, transport them to the Alleghany, and to the ship builders, mechanics, etc., for the machinery

"A rise in the river set all the buoyant materials afloat,

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from its ways and be launched before its time. At length eight thousand dollars and was named "New Orleans," the New Orleans approached completion and it became accompany her husband, friends endeavored to dissuade of the voyage. Her husband was told he had no right to his own. The wife, however believed in her husband, and the New Orleans commenced her voyage. There were two forward, for gentlemen. In the former there were four of the cabin, as they were the only passengers. There were Sack, the pilot, six hands, two female servants, a man dog, named "Tiger." Thus equipped and manned the relations of the West and the East and which may almost of Pittsburgh turned out *en masse*, and lined the bank of the steamboat, and shout after shout rent the air, hand speed" when the anchor was weighed and when she disembarked on the bank of the Ohio.

"Too much excited to sleep, Mr. Roosevelt and his wife went on deck and watched the shore, then almost covered with a bend, were passed with a speed of from eight to ten miles. At Pittsburg the New Orleans rounded to opposite Cincinnati wharf-boats were things then unknown in 1811. Here, a large assembly assembled on the bank, and many of their former acquaintances were seen. 'Well, you are as good as your word, you have seen me for the last time. Your boat may go down the river one.' The keel-boat men crowded around the strange vessel with the crew that had been selected from their own craft whose arks had been passed a short distance

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above town, who now floated by with the current, seen in case they were again overtaken. But as to the boats returning

"The stay at Cincinnati was brief, only long enough to reach Louisville, which was reached on the night of the fourth

"It was midnight on the first of October, 1811, that the New Orleans started. There was a brilliant moon. It was almost as light as day. The escaping steam, then heard for the first time, roused the people rushing to the bank of the river to learn the cause of the commotion. The board records the fact that these were people who insisted on going and produced the hubbub. A public dinner was given and complimentary toasts were drunk, and the usual amount of excitement manifested. The success of the steamboat in navigating up stream was deemed impossible, and it was regretted that it would be seen above the falls of the Ohio.



"Not to be outdone in hospitality, Mr. Roosevelt invited the company to a dinner at the hotel which still lay anchored opposite the town. The company was at the height of the feast when suddenly was heard the motion of the vessel. The company had but one idea — and was drifting towards the falls, to the certain destruction of the vessel. The company found, instead of the upper deck when the company found, instead of the lower deck, the New Orleans was making good headway up the river, and was in the stream. As the engine warmed to its work and the steam

"Mr. Roosevelt had, of course, provided this mode of escape and delight may be readily imagined.

"After going up the river a few miles the New Orleans was ordered to return to Pittsburgh it was determined to proceed as rapidly as possible on the route for which she was designed between

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that city and Natchez. It was found, however, on reaching the water on the falls of the Ohio to permit the vessel to pass, she therefore returned to Cincinnati convincing the most timid of the river.

"The waters having risen, the boat returned to Louisville to collect to see her departure. Instinctively each one of the company held their breath waited the result. Black ledges of rock appeared in the waters whirled and eddied and threw their spray upon the vessel. The men at the helm by motion of the hands. Even the greatest apprehension of danger, and crouched at Mr. Roosevelt's feet. The apprehension too great to be long sustained. Fortunately the passage was successful. Gratitude to the Almighty at the successful issue of the voyage. The New Orleans rounded to in safety at the mouth of the river of exclusive pleasure, but now were to come, in the winter

"The comet had disappeared and the earthquake of that year on her way down the Mississippi, the first shock of which was felt at the falls. On one occasion a large canoe, fully manned, was seen and paddled after it. There was at once a race, but the steamboat and Indians with wild shouts soon gave up the chase.

"One night there was an alarm of fire. The servant had been in the forward cabin, which caught fire and communicated to the rest of the vessel. Half suffocated, rushed on deck and gave the alarm. By the time the fire was extinguished the vessel was in a state of alarm.

"At New Madrid, a greater portion of which had been taken on board, while others, dreading the steamboat would not approach. Having an insufficient supply of provisions

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requests to be taken on board had to be denied. The fact that the pilots guided the boat more by luck than knowledge of the earthquake, the principal inconvenience was that she safely passed and the vessel came in sight of Natchez a

"Expecting to remain here a day or two the engineer had the boat turned her head up stream it lost headway altogether the intended landing. Thousands were assembled on the shore it seemed that the New Orleans had achieved what she had not. Fresh fuel, however, was added, the engine was stopped and a safety valve was lifted, a few turns of the wheel steady and overcoming the Mississippi she gained the shore amid the romance of the voyage ended at Natchez, where the same day as Roosevelt that were enjoyed at Louisville. From thence the following is of note.

"Although forming no part of the story of the voyage of exploration and romance, and all romances end, or should end in marriage, the captain of the boat falling in love with Mrs. Roosevelt and finding himself an accepted lover when the New Orleans reached the wedding marked the arrival of the boat at the chief city of the

(Mrs. Roosevelt was a sister of Mr. Latrobe, who succeeded her during this, her first trip.)

The following reference to the voyage of exploration and discovery the writer may not be uninteresting: —

"The journey in the flat-boat commenced at Pittsburgh containing a comfortable bed-room, dining-room, parlour, and fire-place, where the cooking was done. The top of the boat was on board a pilot, three hands and a man cook. We always had The

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row boat was a large one, in which Mr. Roosevelt went to ascertain the rapidity of the ripples or current. It was in New Orleans with the same crew." \* \* \*

"We reached New Orleans about the 1st of December, the vessel we found ready to sail. We had a terrible voyage and fever was on board. A passenger, a nephew of General Jackson and myself were taken off the ship by a pilot boat and landed in New York by stage, reaching there the middle of January

"Once, while in the flat-boat, on the Mississippi, Mr. Roosevelt saw two Indians in our sleeping room, calling for whisky, but he could not induce them to leave the boat."

The exploring voyage proper ended with the arrival of

account of the subsequent boat voyage to New Orleans of the comparison that it suggests: —

"By placing," says Mrs. Roosevelt, "a large traveling seat, it made a large level place on which we could sleep. I lived all his life as a boatman on these waters, assured lodgings for the few nights we should be out. But it was so often imposed on by travelers whom they had received applications. A pouring rain came up one evening, and nine at night. It was a miserable place at that time, with that we had found a shelter from the storm. But when I myself on board the boat. It was a forlorn little place of tipsy men looking like cut-throats. The room had one had neither shutters nor fastenings. Its furniture was a cloaks on the bed and laid down to rest, but not to sleep prevented that. We rose at the dawn of day, and reached murdered in the night. It is many, many years ago;

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but I can still recall that night of fright. Our second couple, who allowed us to spread our buffalo robes on safe, though disturbed once or twice during the night and kneeling before a crucifix which stood upon a shelf

"The time actually occupied by the voyage from Natch Two of these nights were passed as above described, upon the water, and hearing the alligators scratch on the side would alarm them, and they would splash down into the on a buffalo robe on the sand beach, feeling every morning morning."

In the language of a very intelligent traveler of those days *the annus mirabilis* of the West. During the earlier years overflowed their banks to a vast extent, and the whole country bluff. Unprecedented sickness followed. A spirit of change inhabitants of the forest. A countless multitude of squ which none can know but the Spirit that gave them being their ancient places of retreat in the North, and were seen and solid phalanx to the South. No obstacles seemed to The word had been given them to go forth, and they of Ohio which lay in their path. The splendid comet of the forests, and as the autumn drew to a close, the whole to the Gulf, was shaken to its center by continued earth *America*.

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## Chapter XX.

"Messrs. Gale & Seaton, Washington:

"This morning the steamboat Vesuvius, intended as a link of the Ohio, left Pittsburg. A considerable fresh in the river, on account of the great size and draft of the vessel, she will pass the falls with no obstruction in the rest of the passage.

There is now on the stocks here, just ready to be launched, a new steamboat above the falls, which will be finished in time to meet the regular trade at the falls.

The boats are built by Fulton, under the agency of Messrs. Gale & Seaton, who have vested very large capital in the establishment. The event, not only for this place, but for the whole Western Territory, is of great importance over the whole United States.

In describing it it is not necessary to use the inflated language of the trade too often renders real facts incredible, or at least less so than they are puffed into notice.

It does not require the ornament of metaphor to impress the mind with the idea of an intercourse by water, affected in large vessels which will give an extent of internal navigation, embracing a space almost equal to that comprising in it the productions of almost every climate.

This intercourse, although now almost in its infancy, is of great magnitude.

About three years ago a steamboat of 400 tons burthen was launched on the Mississippi between New Orleans and Natchez.

The Vesuvius, which, with another boat of the same form the second link in this chain of navigation, is of 160 tons burthen, has 160 feet keel, and 28.6 inches

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beam, but will, when loaded, draw from 5 to 6 feet of water, excepting a neat cabin for ladies, and the space occupied by the crew.

On her deck is built what is known in a ship, and is covered by a roof, and elegantly fitted up as a cabin, having twenty-eight berths. On her departure she had been several times tried in going up and down the river five miles and performed very satisfactorily.

This morning (Saturday, April 23), everything being ready, the Vesuvius, on the Monongahela, in front of the town, to its eastern limit, fired a salute down the Ohio, firing a salute. Most of the citizens were present.

In order to witness and ascertain her speed, I crossed the river and endeavored to keep pace with her along the road which she was making after riding three miles and a half in nineteen minutes.

In one hour and thirty seconds she was at Middletown, and the gentlemen, who had proceeded on her thus far, came on board. Rated at four miles an hour in the fresh, she has gone a

In coming up the rapids of the Ohio below the town, she has made four miles in an hour, a speed that would exactly agree

The extent of the growing commerce of this town is, and is increasing eastward of the mountains.

I am informed by one of the most respectable merchants here, that his consignments, to and from New Orleans and the South Sea, every day adds to the extent and the facilities of the business.

The great difficulty which has rendered the transportation of goods from Philadelphia and Baltimore and thence by land to the interior, to a voyage up the Mississippi and Ohio, has been the expense of the steamboats employed in the trade. The navigation by steamboats

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proves an end to that only objection to this course of trade which was principal, if not the only one.

Situated as I am at present, on the spot where the advantage of the introduction of steam navigation will be very sensibly felt, the feelings which arise towards the person to whom we owe the success before attempted and laid aside in despair, has become a matter of mathematical certainty. But it is unnecessary in giving evidence to what had almost said the whole world, owes to him will be felt. The cupidity of his detractors will be remembered with dis

It is worthy your attention in Washington and Georgetown. In Washington there will be, when the road from Cumberland is made, two miles of land carriage, and that over a capital turn

When the late Chancellor Livingston applied for his grant of the North River to the Legislature of the State of New York, to actually accomplish it, a very sensible member of the Legislature refused to grant of any further extent, as the navigation by steamboats was not practicable, with the navigation of the *reindeer* in the winter. Then, for many people have found out that it is an old idea, to look at Fulton's specifications or look at his boats. — *Niles W*

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## Chapter XXI. Steamboat Buffalo

OF 285 tons has been launched at Pittsburgh. She is due to Louisville once a month. And as she will draw when all the ice is gone, it is expected she will run all summer. If, however, she will be built, and she taken to a station below the falls,

The steamboat Enterprise, built at Bridgeport, on the Monongahela, was designed as a packet between that place and the falls of the river. She was tried against the current of the Monongahela, which was 10 miles, and made three miles and a half per hour. She returned

### "ASTONISHING PASSAGE.

The steamboat Vesuvius made the following passage from

From Pittsburgh to Shippingport, 67 hours and a half; from Natchez to New Orleans, 33 hours. Total for the passage from New Orleans to Pittsburgh, 100 hours. — *Niles' Weekly Register*, Vol. 6, 1814.

"The steamboat Vesuvius went from Pittsburgh to Louisville in 100 hours, equal to 10 1-2 miles an hour.

"The city of New York is enjoying immense advantage from the steamboats. Loaded wagons are hourly seen in that city from Long

"John L. Sullivan, of Boston, has obtained a patent for a new application of steam to luggage boats, being a new and useful application of steam to the Merrimack River. — *Niles' Weekly Register*, Vol. 6, 1814.

The steamboat Enterprise worked up from New Orleans to Pittsburgh in five days.

It is calculated that the voyage by steamboats from New Orleans to Pittsburgh, about 2,300 miles, will be made in

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Orleans to Pittsburgh, about 2,300 miles, will be made in

"How do the rivers and canals of the old world dwindle in comparison with what a prospect of commerce is held out to the immense world by the steamboats. It is thought that the freight from New Orleans to Pittsburgh, soon, be reduced to \$3.50 per hundred weight." — *Niles' Weekly Register*, Vol. 6, 1814.

### EARL OF LIVERPOOL.

"Lord Sheffield, if I mistake not, is now nicknamed the Earl of the United States never could become commercial. The course of rivers from New Orleans to Brownsville and the latter called the *Brownsville Telegraph*



"Arrived at this port (my lord-*port*), on Monday last from New Orleans in ballast, having discharged her cargo."

She is the first steamboat that ever made the voyage to the trip from New Orleans to this port in fifty-four days, loading and unloading freight at the different towns on the river in thirty-four days in actual service in making her voyage performed against powerful currents, and is upwards of

"Last Saturday evening steam was first tried on the steamer at Bridgeport, and owned, as well as the Enterprise, by the same party. We are happy to learn she is likely to answer the most exacting requirements. French, the engineer, on whose plan she is constructed

It is expected when her works are in complete operation to run at the rate of nine miles an hour. — *Niles' Register*, Vol. 8.

Whatever may be said of the wonderful achievements of the above and other records made at that time, no practical objection can be taken that there has been quite as much improvement in the

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the time consumed in handling it on a trip, as there has

The idea of spending twenty days in taking in and putting out at Pittsburgh, and that with a boat of but 400 tons capacity, is the reputation of Capt. H. M. Shreve, although he probably was engaged in improving and developing the steamboat interests of the

## Chapter XXII. Ohio Falls Pilot.

IN 1792, the office of *Falls Pilot* was created by law in an act, "Whereas great inconveniences have been experienced in navigating the rapids of the Ohio, for the want of a pilot, and from the want of pilots, by no means qualified for this business.

The office was appointed at Louisville, Kentucky, by an act, and the pilotage fixed by the act, was two dollars for each boat to perform this service under a penalty of ten dollars.

In *McMurtrie's Sketches of Louisville*, published in 1810, is a notice of the introduction of steam navigation and its effect on the Mississippi Valley.

In chapter 8, page 193, on the subject of navigation and

"The increase of the navigation and commerce of Louisville, perhaps, unparalleled in the history of nations. At that time a steamer of thirty tons, belonging to Reed, of Cincinnati; the other

sufficed for the carrying trade of the two places. Whether barges, keel-boats, etc., upwards of *twenty-five* steam burthen is equal to six thousand and fifty tons.

This is a flattering and unequivocal proof of their progress in fifty years

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hence. The application of steam for purposes of navigation in the annals of our country, and although Fulton was not first essayed before his time in England, France, and in this country, not the less on that account, as it requires more courage than the constant failure of others seems to be impracticable.

Why has he not a statue?

Next to Fulton, the country owes a vast debt of gratitude to his exertions, his example, and let me add, to his integrity. He is indebted for the present flourishing state of navigation to his efforts.

Having been long convinced that the overpowering patent was the exclusive privilege of navigating by steamboats all over the world, no matter in what manner the steam operated, was illegal, he determined to bring the point to issue. Accordingly on the first of August he sailed for New Orleans, where he arrived on the 14th of the same month.

Immediately on landing he applied to counsel and proceeded to court.

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He was arrested on bail, in case of seizure, which took place the next day. The vessel and owners in an inferior court, where a verdict was given against him, now removed by a writ of error to the Supreme Court. The vessel left New Orleans and arrived at Shippingport. Before she could return to Shreve, returned to New Orleans with the Washington. The vessel, as expected, was also seized by the company to whom she belonged. On application, however, to the court, an order was obtained for her release, and damages that might be sustained by the detention of the vessel.

To this it demurred, and began to feel the weakness of its own colossal patent, it repeatedly offered through its counsel to admit Capt. Shreve to an equal share with itself in all the business. To obtain this tempting bait, I had almost said bribe, was proposed.

It was rejected with scorn and indignation, and the affair was forever severed the links of that chain which had enthralled the country.

Had Captain Shreve been weak enough to have accepted

have dared to embark his fortune in vain endeavors to put the wings of commerce to the feet of agriculture, became a consequence. The carrying business would have remained continued just so many and no more boats in the trade and consequently instead of paying two and half cents per merchant, and ultimately the consumer (for upon his shoulders have been compelled to have paid six, seven or eight, as

Among the many advantages steamboats are to the country for provisions and fuel. With respect to fuel, that would cost money to destroy will now bring from two and half to

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anywhere on the banks of the river. As to provisions, they can hardly be supplied in consequence of the increasing

Each steamboat employed in the trade of this place is out times in a year, or \$1,800, which multiplied by the number expended among owners of land at this place and along

But these are not only the advantages derived to the West. Their production has created good turnpike roads across, diminishing the price of freight from Eastern cities, and trade with the Western country, have been stimulated and mentioned."

## Chapter XXIII.

The Navigator, an old and rare book printed in Pittsburgh, contains many interesting facts concerning the early navigators

From this source we learn something of the expense and packet between Natchez and New Orleans.

This old chronicle says "her accommodations are good than from ten to twenty from Natchez at \$18.00 each, and from thirty to fifty and sometimes as many as eighty.

According to the observation of Capt. Morris, of New Orleans, trips, the boat's receipts for freight upwards, have averaged \$900. Downward \$300 for freight, \$500 for passengers.

She performs thirteen trips in the year, which at \$2,400 per 12 hands, at \$20 per month, \$4,320; captain, \$1,000; and amounts to \$1,586, in all \$6,906, It is presumed that t

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pleasure or otherwise, out of her usual trade, have paid the boat's provisions, in which case there will remain

The owners estimate the boat's value at \$40,000, which, with \$1,894 more for furniture, etc., we have the clear gain of the steamboat "New Orleans." She goes up in seven or eight several times for freight and passengers. She stays at New Orleans, about four or five days to discharge or to take

"The first sea vessel on the Western waters was a brig of 120 tons burden. She was built by Commodore Preble in New Orleans, from thence to Havana, and to Philadelphia

From 1799 to 1805, there was built at Pittsburgh four steamboats, most of which met misfortunes happening to most of them in going down the river. Ohio went into a decline until revived some years after

One of these took out papers for Leghorn, Italy, and in 1805, by the order of the American people, Henry Clay, in a speech in Congress

"When the vessel arrived at Leghorn, the captain presented his papers, but they would not credit them, and said to the master, 'sir, you are not from Pittsburgh in the world, your vessel must be confiscated

The trembling captain asked if he had a map of the United States, and he had, and produced. The captain, taking the officer's map of the Mississippi, then led it a 1,000 miles up the river, then said, 'there, sir, is the port whence my vessel cleared from.'

The astonished officer, who before he saw the map would have said that the vessel navigated from the moon, exclaimed, 'I knew America had a water sea port is something I never dreamed of.'

"The 'New Orleans' was the first steamboat ever constructed. She was 100 feet long, 20 feet beam. Her cylinder was 34 inches diameter

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and other parts in proportion. She was about 400 tons burden, valued at (\$38,000) thirty-eight thousand dollars. There were two cabins, one forward for gentlemen. The ladies' cabin, which was aft. The 'New Orleans' was launched in March, 1811. She was launched at Cincinnati Oct. 27th, and reached Louisville the next day

The water was too low for her to cross the falls, and when she made several short excursions. She also made one trip to New Orleans, running time from Louisville, Nov. 27th, 1811. While running she charged one dollar per head. Shortly after this, the river was closed December, 1811.



Her voyage down the river was perilous in the extreme, earthquakes began. (See full account in another chapter) her trips averaging about three weeks. July 13, 1814, she was at Rouge, on the opposite side, and spent the night in tal with safety. At daylight the next morning she got up s she would not move ahead, but kept swinging around. captain found she was resting on a stump. An anchor v aid of her capstan she was soon hove off. But on cleari and was sinking rapidly. She was immediately run into passengers barely had time to get ashore with baggage

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### Chapter XXIV. From Sharfs' His

"The early history of steamboats following the New C quickly the innovation was felt, and how speedily the r

The second boat was the "Comet," of 25 tons, owned b French, stern wheel and vibrating cylinders. French pat

The "Comet" made a voyage to Louisville in 1813 and 1 trips to Natchez and was sold and her engine put into a boat, the Vesuvius, 340 tons, built at Pittsburgh, by i to New York and New Orleans. Left Pittsburgh in the Ogden. She started from New Orleans, bound for Lou 700 miles up the Mississippi, where she lay until Dec She returned to New Orleans, where she grounded a se first of March, when the river rose and floated her off New Orleans and Natchez, under the command of Cap De Hart. Shortly afterwards she took fire near New O valuable cargo on board.

The fire was supposed to have been communicated fro was raised and built upon at New Orleans and she went to a company in Natchez.

On examination subsequent to the sale she was pronou and sold at public auction.

Fourth boat, the *Enterprise*, forty-five tons. Built at E patent, and owned by a company at that place. Made tw command of Capt. J. Gregg. On the first of December Pittsburgh, and left for New Orleans under command Orleans on the 14th same month. She was then dispatch

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up the river in search of two keel-boats, laden with sm got twelve miles above Natchez, where she met the kee



returned to New Orleans, having been but six and a half

She was there for some time employed entirely in trans-  
Mexico as a cartel, and one trip to the rapids of the Red  
Natchez. She left New Orleans for Pittsburgh on the 6  
30th, twenty-five days out, being the first steamboat

She then proceeded on to Pittsburgh and the command  
harbor, at Shipping port.

*Fifth boat*, the "Aetna," 340 tons, built at Pittsburgh  
left Pittsburgh for New Orleans March, 1815, under com-  
April following; was placed in the Natchez trade. Was  
Robinson De Hart, who made six trips on her to Louis

The *sixth boat* was the "Zebulon M. Pike," built by  
Ohio River in 1815. The Pike deserves especial mention  
Mississippi River above the mouth of the Ohio, and

Her first trip was made in the spring of 1815 to Louisv  
seven hours, making 3 1/4 miles per hour against the c  
commanded by Capt. Jacob Read.

The hull, says Professor Waterhouse, was built on th  
that she was built on a barge.) The cabin was built on

The boat was driven by what was called a low pressure  
wheel houses and she had but one smoke stack.

In rapid current the crew reinforced steam with the im  
and running boards just as in the push boat, navigatio  
was six weeks in making the trip from Louisville to S  
August 2nd, 1817.

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The inhabitants of the village gathered on the bank to  
group of Indians. As the boat approached, the glare fro  
filled the Indians with dismay. They fled to the high g  
assurances of safety could induce them to go nearer the  
to a boat that could ascend a rapid stream without the a  
imagination beheld a monster breathing flame and th  
symbolic sense their fancy was prophetic, the progress  
taken as a type, is fast sweeping the Indian race into th

The first notice we have of the expected arrival of the "  
in the *Missouri Gazette* of 14th of July, 1817: —

"A steamboat is expected here to-morrow from Louisv  
regular communication, or at least with the mouth of

On the 2nd of August the *Gazette* published this notice

The steamboat Pike will be ready to take in freight tomorrow. She will sail for Louisville on Monday morning, the 4th. For rates of freight or passage apply to the master on board.  
JACOB READ, Master.

The return trip of the Pike is also mentioned in the *Gazette*. The Pike will arrive in a day or two from Louisville. This is the first of the season, and will take in her return cargo shortly after her arrival.

Persons who may have freight, or want passage for Louisville, do well to make early application to the master on board. The boat will stop at Herculaneum where Mr. M. Austin will accept freight for Girardeau, at the former place Mr. Le Macellieu, and at St. Louis, to whom freight may be deposited and shipped. Persons who want passage. She will perform her present passage to and from Louisville, and will give a safe and expeditious passage for the transportation of passengers.  
JACOB READ, Master.

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Again on the 22nd of November, the *Gazette* announced the arrival of freight, arrived here from Louisville.

The Pike had capacity for thirty-seven tons of old government stores, and several between Louisville and Pittsburgh, after being wrecked and snagged in March, 1818.

The *seventh boat* on the Mississippi was the "Dispatch," built at Brownsville, Pa., by the same company that owned the "Pike." She made several trips from Pittsburgh to Louisville, and one to St. Louis, when she was wrecked and her engine taken out. She was constructed for 300 tons.

The *eighth boat* was the "Buffalo," 300 tons, built at Pittsburgh by a distinguished architect of the Capitol at Washington. She was built for Louisville, for \$800.

We find in the *American Weekly Messenger*, published at Pittsburgh, a letter which relates to the circumstances of the launch of the "Buffalo."

PITTSBURGH, June 3, 1814.

We omitted to mention that the steamboat "Buffalo" was built by Mr. Latrobe.

This boat, which was intended to complete the line of boats between Pittsburgh and Louisville, is a fine and uncommonly well built vessel, of two hundred and fifty tons measurement, and is intended to trade regularly between Pittsburgh and Louisville, as long as the water will admit. She has two cabins and fore

conveniently accommodate 100 passengers with beds.

Should it be found that her draught of water, which was on board, is too great for the summer months, it is in a boat, or boats of smaller draught and less bulky construction, finished in time to bring up the cargo of the "Vesuvius."

A succeeding number of the *Weekly American Magazine*,  
Louis: —

ST. LOUIS (I. T.), July 2nd, 1814.

"On Sunday last an armed boat arrived from Prairie du Rocher with his company

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of militia and thirty-two men from the gunboat "Governor" having expired, Capt. Zeizer, who commands on board reports that his vessel is completely manned, that the force is occupied by the regulars, and that all are anxious for a

The Indians are hovering around the village, stealing prisoners, a Frenchman, who had gone out to look for

*Ninth boat*, the "James Monroe," one hundred and twenty tons and owned by a company at Bayou Sara, and run in the

*Tenth boat*, the "Washington," 400 tons, a two deck vessel owned by Capt. Henry M. Shreve. The engine of the vessel is in the immediate direction of Capt. Shreve. Her boilers were a plan, a valuable improvement by Capt. Shreve, which

The Washington crossed the falls of the Ohio in September bound for New Orleans, and returned to Louisville during

In the month of March, 1817, she left Shippingport and returned to Shippingport, being absent only forty-five

This was the trip that convinced the despairing public that Western waters.

*Eleventh boat*, the "Franklin," 125 tons. Built at Pittsburgh by George Evens; left Pittsburgh in December, 1816, was employed in the Louisville and St. Louis trade.

She was sunk in the Mississippi, near St. Genevieve, by Capt. Revels.

*Twelfth boat*, the "Oliver Evans" (afterwards the Commodore)

The engines of his patent. She was but seventy tons but  
December, 1816. She burst one of her boilers in 1817, of  
lives, principally passengers. Owned by George Sultar

*Thirteenth boat*, the "Harriot," forty tons. Built at P  
Armstrong, of Williamsport, Pa. She left Pittsburgh

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crossed the falls in March, 1871, made one trip to New  
and Mussel Shoals, Tennessee river.

*Fourteenth boat*, the "Kentucky," eighty tons. Built  
Was engaged in the Louisville trade.

*Fifteenth boat*, the "Governor Shelby," ninety tons. B  
England. In 1819 she was running very successfully in

*Sixteenth boat*, the "New Orleans," 300 tons. Built a  
the Natchez trade. Sunk near Baton Rouge, but was ra  
February, 1819, about two months after her first sinki

*Seventeenth boat*, the "Vesta," 100 tons. Built at Cir  
Cowdin & Co. She plied regularly between Cincinnati

*Eighteenth boat*, the "George Madison," 200 tons. B  
Mitchel, Rodgers & Todd, of Frankfort, Ky. Was en

*Nineteenth boat*, the "Ohio" 443 tons. Built in New A  
in the Louisville trade.

*Twentieth boat*, the "Napoleon," 322 tons. Built in St  
Breckenridge, of Louisville. Engaged in the Louisvill

*Twenty-first boat*, the "Volcano," 250 tons. Built at N  
in 1818. She was purchased in 1819 by a company at Nat

*Twenty-second boat*, the "General Jackson," 150 tons  
Whiting of that place, and General Carroll, of Tennes

*Twenty-third boat*, the "Eagle," 70 tons. Built in Cir  
Son, of Shippingport, Kentucky, in the Natchez trade

*Twenty-fourth boat*, the "Hecla," 70 tons. Built at C  
& Barbaror, of Louisville, Kentucky; in the Louisvill

*Twenty-fifth boat*, "Henders on," 85 tons. Built at Cir  
Henderson, Kentucky, and run in the Louisville and H



*Twenty-sixth boat, the "Johnston," 80 tons. Built at the Yellowstone expedition.*

*Twenty-seventh boat, the "Cincinnati," 120 tons. Built by Paxton & Co., of New Albany, Indiana, in the Louisville trade.*

*Twenty-eighth boat, the "Exchange," 200 tons. Built by Wood, of Jefferson County, Kentucky, in the Louisville trade.*

*Twenty-ninth boat, the "Louisiana," 45 tons. Built at Duplessa, of New Orleans, in the Natchez trade.*

*Thirtieth boat, the "James Ross," 330 tons. Built in 1811 by Whiting & Stackpole, of that place, and engaged in the Louisville trade.*

*Thirty-first boat, the "Frankfort," 320 tons. Built at Frankfort by Vorrhies & Mitchel, of Frankfort, Kentucky, in the Louisville trade.*

*Thirty-second boat, the "Tamolane," 320 tons. Built at New York by Co., of New York, engaged in the Louisville trade.*

*Thirty-third boat, the "Perseverance," 40 tons. Built at New York.*

*Thirty-fourth boat, the "St. Louis," 220 tons. Built at New York by Messrs. Herres, Douglass, Johnston and others; in the Louisville trade.*

*Thirty-fifth boat, the "General Pike," built at Cincinnati by Cincinnati and Maysville as passenger packet, and owned by the latter place.*

She was the first steamboat built on Western waters for which accommodations were ample. Her apartments spacious, her tonnage 200, her beam 39 feet, and drew only 39 inches of water. Her cabin on one end was six state rooms, at the other end eight. Between the cabin and the deck were eighteen feet, sufficiently large to accommodate 100 passengers.

The "Pike" was built as an opposition boat to the "Vesuvius."

The rivalry of these boats gave rise to a slang phrase, "Pike and Vesuvius," and outlived the career of both boats. There are old citizens who trace their memories back to the "twenties,"

will remember the boys in the streets and through the coming."

*Thirty-sixth boat, the "Alabama," 25 tons. Built on Louisville.*

*Thirty-seventh boat, the "Calhoun," 80 tons. Built in England and employed in the Yellow Stone expedition.*

*Thirty-eighth and thirty-ninth boats, the "Expedition" and "Enterprise," both built at Pittsburgh. Both of which were intended for the*

The Independence was the first steamboat that undertook the trip. They both arrived at Franklin (Boons Lick), Howard, and Independence in the month of June, 1819.

*Fortieth boat, the "Maid of Orleans," 100 tons. Built in New Orleans, and afterwards (in 1819), engaged in river and sea navigation, the latter by sails, and the former schooner rigged, ascended the Mississippi by steam and returned from an Atlantic port.*

*Forty-first boat, the "Ramapo" 60 tons, built in New Orleans for the Natchez trade.*

*Forty-second boat, the "Mobile" 150 tons, built in Providence, Rhode Island, and in 1819 was engaged in the New Orleans and*

*Forty-third boat, the "Mississippi," 400 tons, built in New Orleans in February, 1819. She was intended to ply between Havana and*

*Forty-fourth boat, the "Western Engineer," built on the Ohio river about the first of May, 1819, and afterwards employed by the government exploring expedition. The object of this expedition was to make a military survey of the river and to fix upon a site for the junction of the Yellow-stone and the Missouri, and to determine where they are intersected by the 49th degree of latitude, which forms the boundary between the possessions of Great Britain and the United States, and to ascertain the names of the various tribes through which it may pass."*

The officers employed on this duty were Major S. H. Long and

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of the United States Engineers, Major Thomas Biddle, and Messrs. Graham & Swift.

The boat was completely equipped for defense and was

The "Western Engineer" drew only thirty inches of water and was fastened with copper and had a serpent's head on her bow, a novel appearance.

This expedition was organized for the purpose of exploring the full complement of scientific officers of the government, including mineralogists, botanists, geologists, ornithologists,

was only 75 feet long , and 13 feet beam , and stern wheel

*Forty-fifth boat*, the "Rifleman" 250 tons . Built at Louisville and ran in the Louisville trade.

*Forty-sixth boat*, the "Car of Commerce" 150 tons . Built by Patterson & Co., of Louisville, and engaged in the trade.

*Forty-seventh boat*, the "Paragon," 376 tons . Built at Louisville by Wm. Noble and Robert Neilson, engaged in the Louisville trade.

*Forty-eighth boat*, the "Maysville," 150 tons . Built in Kentucky, and Maysville.

*Forty-ninth boat*, the "Columbus," 460 tons . Built at Louisville and employed in the Louisville trade.

*Fiftieth boat*, the "General Clark," 150 tons . Built and run in the Louisville trade.

*Fifty-first boat*, the "Vulcan," 300 tons . Built at Cincinnati by the citizens of Cincinnati.

*Fifty-second boat*, the "Missouri," 175 tons . Built at Cincinnati by Yeatmans , and designed for the St. Louis trade.

*Fifty-third boat*, the "New Comet," 100 tons . Altered for the New Orleans trade.

*Fifty-fourth boat*, the "Newport," 50 tons . Built at Cincinnati and engaged in the Red River trade.

*Fifty-fifth boat*, the "Tennessee," 400 tons . Built at Cincinnati.

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*Cincinnati* in 1819; owned by a company in New Orleans and run in the New Orleans trade. She was sunk in 1823, in the Mississippi River, and the people of distinction.

This disaster caused great excitement through the country and the steamboats for a long time.

*Fifty-sixth boat*, the "General Robinson," 250 tons . Built at Nashville, and run in that trade.

*Fifty-seventh boat*, the "United States," 700 tons . Built in 1819, owned by Hart and others . She was the largest steamboat on the Western waters .

*Fifty-eighth boat, the "Post Boy," 200 tons. Built at Shreve and others, and run from Louisville to New Orleans post-office department to carry the mail between those places, March 1819. By this Act the expense was not to exceed \$10,000.*

*Fifty-ninth boat, the "Elizabeth," 150 tons. Built at St. Elizabeth, Ky., and engaged in the New Orleans trade.*

*Sixtieth boat, the "Fayette," 150 tons. Built in 1819, on the Louisville trade."*

From the numerous lists of boats published by as many as "Sharf's History of St. Louis," as being more extended than any other, although it lacks detail in specifications; but it is presumed, at this late period.

A noticeable feature in this long list of pioneer steamboats is the number of persons that were engaged to build them and the great number of persons that were engaged to run them.

Hardly any owners named, appear as such in any two boats. The first boat, the "New Orleans," subsided very soon after it was claimed, under some State enactments for the exclusive right of navigation for a period of twenty-five years.

The same result occurred to them, in the claim they set up for the steam, the waters of the State of New York.

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### Chapter XXV.

Capt. H. M. Shreve seems to have been about the only one of the sixty heretofore mentioned.

The *St. Louis Republican* of March 7, 1851, thus notes:

"This worthy citizen died at the residence of his son-in-law, a man forty years closely identified with the commerce of the river and navigation.

During the administration of Adams, Jackson and Van Buren, the Superintendent of Western River Improvements and by his inventions, contributed largely to the safety of Western navigation, demonstrating the practicability of navigating the Mississippi with the first steamboat that ever ascended that river, and made improvements in the engine and of the hull and cabins of Western steamboats.

While the British were threatening New Orleans in 1815, he made hazardous enterprises, and during the battle on the 8th of August, 1815, he destroyed the advancing column of Gen. Keane.



His name has become historically connected with West by his numerous friends throughout this valley."

Up to 1817 there seems to have been but few boats built. The practicability of navigating these rivers by the use of steamboats from New Orleans to Louisville with the "[Washington](#)" in twenty days, and from Louisville to New Orleans and back in forty-five days.

From that time forward there seemed no doubt of the result. Many on the Ohio River, and some on the tributaries, were ready to try. Many succeeded, and built one or more boats and the steamboat business flourished. The result was as might have been expected and only the "failures" lived. Still,

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with few exceptions, there has never been a time when the supply of boats was less than the demand, and for any character of a steamboat and in a very short time. In the Western waters, when sufficient capital could not be obtained, the result was the valley required.

The supply has always exceeded the demand, and, of course, with few exceptions. The exceptions are about enough to establish the rule.

Some boats and some trades have proved largely remunerative. Some boats have even been successful to the end of their lives, and others to duplicate them, and the result has generally been a profitable one.

The same result has generally been realized by boat builders. Many have ever retired from the business rich men.

And where that has been the case, investigation shows that the capital has been withdrawn from the business and invested in other enterprises.

The next vessel to arrive in St. Louis after the "Pike," which arrived Oct. 2, 1817. The steamboat ceased to be a novel and a recognized agent of the commerce of the valley.

The arrival and departure of vessels about this time were as follows:

"On Saturday last the steamboat 'Franklin,' of about 100 tons, arrived here after a voyage of thirty-two days, with passengers and assorted cargo.

The 'Franklin' is admirably calculated for a regular passenger service between New Orleans. Her stowage is capacious, and her passenger accommodations are comfortable. — *1818.*

"The steamboat 'Franklin' left this place yesterday with a full cargo. Her master expects to arrive there in about eight days. Our boats are expected to perform the voyage. — *Gazette, June 19, 1818.*

"List of boats trading to New Orleans :

"'Franklin,' 131 tons; 'Eagle,' 'Pike' (sunk); 'James M  
5, 1818.

"The new steamboat 'Johnston,' of Kentucky, passed  
New Orleans.

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She is intended as a regular trader from Kentucky on to  
the Yellowstone River." — *Gazette*, Nov. 6, 1818.

"The arrival about March 1st, 1819, of the large and elegant  
Orleans, which city she left on the first of February, and  
steamboat 'Harriet' arrived from the same port early in

"The 'Sea Horse,' which arrived at New Orleans from  
Philadelphia, early in 1819, were probably the first steamboats  
on the ocean.

"The 'Maid of Orleans' continued her voyage to St. Louis  
the same day the steamboat 'Independence,' Capt. Nelson

The *Missouri Gazette* of 19th May, 1819, has the following

"The Expedition, Capt. Craig, arrived here on Wednesday

The Maid of Orleans, Capt. Turner, sailed for New Orleans  
Franklin, on the Missouri, on Sunday last. The Exchange  
will return to Louisville in a few days for a new set of  
the Mississippi.

The "St. Louis," Capt. Hewes; the "James Monroe,"  
Louis from New Orleans about the middle of last month

"In 1817, less than two years ago, the first steamboat arrived

We hailed it as the day of small things, but the glorious  
arriving. Already we have seen during the present season  
expected. Who would, or could have dared conjecture,  
steamboat from Philadelphia or New York? And yet, so

"The Mississippi has become familiar to this great American  
open."

"A steamboat owned by individuals, has started from  
Missouri, and two others are here, destined for the Yellow  
journey to the Pacific will become as familiar, and indeed

to Kentucky or Ohio. 'Illustrious Nation,' said a foreign canal. "Illustrious nation, whose conceptions are only c

The "Independence" was the first steamboat that entered the Missouri river. In May, 1819, she reached Franklin, on the Missouri, after her trials were spent at different landings. Her voyage extended up to the mouth of the river, and she returned to St. Louis."

The following announcement shows the appreciation of the public for steam navigation. FRANKLIN, BOONSLICK, MA

#### ARRIVAL OF THE STEAMBOAT.

"With no ordinary sensation of pride and pleasure we welcome the elegant steamboat, 'Independence,' Capt. Nelson, in the morning of her departure from St. Louis, with passengers and cargo, etc., being the first steamboat that ever attempted to ascend the Missouri, the inhabitants of Franklin, and saluted by the firing of cannon in honor of Independence. The grand *desideratum*, the important step, to enable us to navigate the Missouri."

"She was absent from St. Louis 21 days. This trip pro

The Missouri river has heretofore almost effectually prohibited navigation by imposing every obstacle she could to the tide of navigation, and dispossessing her dear red children. But her white children are numerous, and are increasing so rapidly that she is at present a *June 9th, 1819.*

In the same paper and the same date is the following announcement:

"The United States Government having determined to explore the Missouri river, and for the purpose as elsewhere stated, Major H. S. Long, U. S. Army, and "Western Engineer." To Col. Atkinson had been entrusted with the command of the expedition from Plattsburgh, New York, in the latter part of 1818. The Western Engineer was completed soon after, and the expedition started

for the Missouri. It was accompanied by three other United States boats, and a detachment of government troops.

The names of the steamboats and of their commanders were: "Independence," M. Johnston, "Capt. Coalfax, and the "Expedition," C

The little fleet entered the Missouri with martial music, and the presence of the statesman who acquired the territory of Louisiana, and was accorded to the "Thomas Jefferson."

But some disarrangement of her machinery prevented the "Expedition" secured the position of being the first steamer.

The Jefferson was doomed to a worse mishap still, for

"The steam escape of the Western Engineer was shaped like a boat in the attitude of springing, and the steam hissing and rattling filled the Indians with terror. They thought the wrath of heaven was being visited upon them as a chastisement." — (Professor Waterhouse.)

The *Gazette* of June 2d, 1819, contains the following:

"Arrived at this place on the first, the fastest sailing and shortest days from New Orleans. The captain has politely favored me with the following particulars:

On the 5th of May left New Orleans at 3 p. m. passed steamboat James Ross; at 11 p. m. passed steamboat "Rifles."

On 15th passed steamboat "Madison,"

Six days from the falls of the Ohio.

Twentieth passed steamboat "Governor Shelby" bound for New Orleans, was detained until next day.

Twenty-sixth at the grand turn below Island No. 60 passed United States Infantry, commanded by Col. Atkinson,

At quarter past 11 o'clock ran aground and lost anchor and

Twenty-second steamboat "Harriet" passed; while at anchor the "Jefferson," with

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United States troops, having broken her piston. At 4 p. m.

**THE FIRST "EXCURSION" TRIP ON THE MISSISSIPPI.**  
The same paper on 9th of June announced that "Capt. I. M. Smith, with a party of citizens of St. Louis with a sail to the mouth of the Mississippi, and genteel, and the entertainment very elegant.

The return of the "Maid of Orleans," 28th July, and the departure for New Orleans, complete the record of steamboating on the

The first steamboat that ascended the upper Mississippi was the Snelling in May, 1823.

The Missouri and upper Mississippi had now been opened



traffic of the great river and its tributaries developed rapidly.

On the 22d of August, 1825, the *Republican* announced "Magnet," now laying here for the purpose of repairing.

"We believe this is the first instance of steamboats repaired."

On April 19th, 1822, the *Republican* remarks: —

"During the past week our wharf has exhibited a greater number of steam and other boats than we have seen, and the number of steam and other boats is increasing. The immense trade, which has opened between this place and the West, besides a number of keel boats, six steamboats, to wit: "Muskingum," and "Mechanic." The Indiana and Shawnee are freighted with lead, and several keel boats likewise have been freighted with thousands of people who have gone to make their fortunes. We suppose that the quantity of lead produced this year will be greater than in any former year."

Again, on the 12th of July, same year, the same paper says:

"It must be gratifying to every citizen of St. Louis to see the number of steamboats that have arrived and departed during the increase of business."

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### Chapter XXVI.

The following quotations are from "Hall's West," published in 1818, as well as instructive, which fully justifies their insertion. The "Cincinnati," built at Cincinnati, in 1818, and intended to ply as a passenger boat between Louisville, is said to have been the first steamboat constructed for the convenience of passengers. Her accommodations were comfortable, and furnished, and her machinery of superior mechanism. She had a beam, and drew only three feet three inches water.

The length of her cabin was forty feet, the breadth twenty feet, and she had two staterooms. The boats previously built had been intended for freight, and these objects have subsequently been successfully united.

The Calhoun, eighty tons, built at Frankfort in 1818, and the two last built at Pittsburgh — were constructed for the purpose of conveying the mail to the Yellow Stone Expedition, projected by General Independence was the first steamboat that ascended the river.

The Post Boy, two hundred tons, built at New Albany, and intended for the conveyance of the mail between Louisville and New Orleans, passed in March, 1819. This was the first attempt on the part of steamboats.

The Western Engineer was built near Pittsburgh, in the United States topographical engineers, for the expense of Missouri, and the Rocky Mountains, which was after his companions. This boat ascended as high as the Colorado above St. Louis, and was the first steamboat that reached

The following remarks are from the pen of Morgan N

"The average cost of a steamboat is estimated at \$100 per ton, the boat amount

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to one half the first cost. The average duration of a boat built of locust, lately, the period will probably be two years. This branch of business on the Western waters, then, for the purpose, by the following calculation:

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56,000 tons, costing \$100 per ton, amount to \$5,600,000  
Repairs on the same amount to \$5,600,000  
Expending in building and repairing in ten years

The annual expenditure of steamboats is very difficult to estimate, however, to the towns on our rivers, and on the shores, may be estimated from the following calculation for the present year, 1829. We have now in operation about 35,000 tons, stated at thirty-five thousand tons.

It is calculated that the business of each year lasts eight months, and we have six months, or one hundred and eighty days, to consume one cord of wood, for every twelve tons, every

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The 35,000 tons then consume, per day 350 cords  
Or, during the six months 630,000 cords

"The price of wood varies from \$1.50 to \$5 per cord; and this makes the expenditure for fuel alone, on the banks of our rivers, \$945,000, while running are calculated, by the most liberal estimate, at \$1,300,000, which gives the total expenditure for 1829

"This calculation and estimate, then, which are both liberal, results:

---

The amount of first cost of steamboats, since 1817 \$5,600,000  
Repairs on the same amount to \$5,600,000  
Total amount of expenditure, produced by the introduction of steamboats, building and repairs \$11,200,000

We cannot better illustrate the magnitude of the change in commerce and navigation, than by contrasting the foregoing state

adoption of steam transportation say in 1817. About that time the river navigation comprised the whole of the commercial facilities for

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transporting merchandise from New Orleans to the "Upper Ohio" down and up to Louisville and Cincinnati within the year. The exact number of boats which can be employed in this trade is not known, but it is presumed that the calculation to embrace the whole number. These averages make the voyage from Louisville to Pittsburgh, which she made her trip in the space of one hundred days, if no extraordinary progress. Not a dollar was expended for wood, in a distance of 1000 miles, the banks of the Ohio thought himself lucky if the river brought the eggs and chickens which formed almost the only source of the great fertility. Such was the case twelve years since. They are now within the year, and are enabled, if necessary, within the year to transport thirty-five thousand tons. Eight or nine days are sufficient to make the trip from Louisville to Pittsburgh and back. In short if steam navigation is "annihilating time and space," it has produced results which are truly astonishing.

From another valuable article of the same gentleman, we learn that

"On the first day of January, 1834, an official list of steamboats in existence on the whole number of two hundred and thirty, then in existence on the river, valued at about thirty-nine thousand tons.

Allowing the cost of building at a rate much lower than that of the boats now invested in this stock will exceed \$3,000,000. The following table contained in the following scale: —

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60 boats over 200 tons, 180 days at \$140 per day
70 boats from 120 tons to 200, 240 running days, \$90 per day
100 boats under 120 tons, 280 running days, \$60 per day
Total yearly expenses

"This sum may be reduced to the different items produced by the boats as follows:

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For wages 36 per cent, equal to
For wood 30 per cent, equal to
For provisions, 18 per cent, equal to
For contingencies 16 per cent, equal to

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"This result is truly striking to those who were accustomed to the river navigation twenty years. The difference in the amount of wages paid for fuel is one created exclusively by steamboats; and when compared with the amount expended every year, at a few points on the Mississippi river, it is truly astonishing. The immense forests of beech and other timber, unfit for

useless, but an obstacle to the rugged farmer, who had  
The steamboat, with something like magical influence  
increasing value. He no longer looks with despondence  
many have already been given to the flames, or cast on

"At the present period, 1848, the steamboats may be co

25 over 200 tons, between Louisville, New Orleans and  
7 between Nashville and New Orleans, measuring  
4 between Florence and New Orleans  
4 in the St. Louis trade  
7 in the cotton trade  
57 boats not in established trades from 120 to 200 tons  
The balance under 120 tons in various trades

"In the New Orleans and Louisville trade, the boats ov  
fifty trips in prosperous seasons; those of smaller size  
estimate of the number of voyages made by the boats i  
regular dates are furnished, and the result depends upon

Previous to 1817, about twenty barges afforded the only  
New Orleans to Louisville and Cincinnati. These, ma  
bringing up only two thousand tons. The present tonna  
be eight thousand eight hundred and eighty-four tons,  
hundred and fifty trips in the season, to be fifty thous  
producing a revolution in sixteen years hardly equaled i  
Western commerce have been immense. The moral

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changes alone which are felt throughout the West on p  
has fallen in a ratio equal to the increased price of Wes  
transportation, we cannot conceive how the present dem  
them.

To those who have been acquainted with the early merc  
uncommon thing for a party of merchants to be detain  
by low water, or ice, the existing state of things is tru  
goods, from the Atlantic seaboard to Pittsburgh, was  
pounds. We have an instance in the last five years, of  
Cincinnati for \$1 per hundred pounds, from Philadelph

It may not be useless, or uninteresting to give an idea o  
time. It is not pretended that any decided inference can  
to establish any fixed rule. But under the present situati  
tolerably fair conclusion can be drawn from it. Taking  
till that of 1833, we have a list of boats gone out of serv  
as unfit for service; seven were lost by ice; fifteen were  
by being struck by other boats. Deducting the fifteen l  
one lost by accidents peculiar to the trade. In number th



in tonnage the loss is upward of ten per cent. Amounts in thousands of tons.

A curious fact was ascertained by a committee of gentlemen, a number of steamboat owners, to investigate the whole of the benefits conferred on our country, by steam navigation. It was, as a general rule, a losing investment. In few cases, except of more than usual prudence, money has been made; but in one. One gentleman, who has been engaged for years in the business, and fortunate, in not meeting with any loss by accident, as the result of the whole series of years, was only about six per

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cent per year, on the capital invested. These facts go to show the extent of accidents and losses which occur upon our rivers. A few years ago induced a great number of individuals to embark in the business, far greater than the trade demanded. The accidents, which were set down as among the unavoidable chances of the business, to prevent them, they were deliberately subtracted from the business. A boat, was not expected to last more than five or six years. If a boat sunk within that period, it was considered good economy. The boats, with cheap engines, and placed under the charge of inexperienced captains, with devices were resorted to, to get freight and passengers, and the safety of the boat and those on board, observable during the trip.

The writer was once hurried from Louisville to Shippensburg, and in the rain, to get board a boat which was advertised to go to Shippensburg. During the whole day, passengers continued to come on board with eager haste to secure a passage — each having been assured that they could start in, less than an hour. The next day presented the steamer about five miles from the city, lying against a miry bank which was covered with fires were burning, the steam hissing and the boat only a few minutes. By and by the captain came — but the boat was so full when the clerk came, the captain found that he must get the boat to continue to accumulate, each decoyed alike by the assurances given. They were detained until the third day, when the cabin and deck were so full of miscellaneous as the crew of Noah's ark, the captain then returned afterwards understood that when the captain began to go to the shore, undergoing repairs which could not be completed.

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of those two days fires were kept up, and gentlemen and

We mention this to show the kind of deception which is practiced in an extreme case, but although the detention is not usually common for steamboat captains and agents to deceive passengers by misrepresentations.

The fact is important, not merely as showing the incoherence of explaining one of the causes of the numerous accidents. The man who will do one dishonest act, will do another. The kidnappers, by the assurance that he will start to-day, to-morrow, and the owner who will permit such conduct, his interest likely to be promoted — and, having insurance running at improper seasons, and other hazards, by which the trip diminished.

The great danger to boats from snags has now become almost entirely ceased in the Ohio, in consequences of the removal of obstacles.

The burning of boats must be the result of carelessness. Collisions are produced by negligence and design. There is not a boat running against each other in the night; and steamboats have been induced, by a ferocious spirit of rivalry, to run against weaker boats in such a manner as to sink them.

It is proper however, to state, that the accidents occur in consequence of premature and inaccurate newspaper reports, and that they have generally been supposed.

It is also true, that much of the evil alluded to is attributed with regard to their own safety and comfort of the passengers to insufficient or badly managed boats, and the travelers of those of the more respectable class would almost uniformly prefer the best boats, embracing every variety, from the best to those of the worst.

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It is presented at all of our principal places of embarkation, and evinced by most travelers in our country, that the great evil is the offers, regardless of her character, and only anxious to get the boat at every hazard. The bad boats receive undue patronage and are entitled, and are not compensated for the extra expense of management; and the inducements to accommodate the passengers of their boats, nor the same degree of responsibility. The patronage was more judiciously bestowed.

The following remarks occur in a letter to the Secretary of the North-Western Steam Navigation Company at New York, in relation to the steam navigation of the whole Union.

"The contest for speed, or practice of racing, between steamboats is justly, of considerable alarm in the community. It is from the information of the writer extends, there has no accident occurred in the contest of this sort. The close and uniform attention to the boiler and engines, in such contests, may have had the effect of well as the general danger of generating an excess of steam. In most steamboats the furnaces and boilers are not compensated for the extra expense of management.

be used with safety, with an ordinary degree of attention.

"The magnitude and extent of the danger to which passengers are exposed, is comparatively much less than that which has been long familiar. The accidents of which, if not frequent, are not infrequent. It will be understood that I allude to the danger by animal power of wheel carriages. In the former case the crews are frequently lost, and sometimes by the culpable negligence of the drivers, while no one thinks of urging a legislative remedy for the prevention of such cases, should inquiry be made for the number of casualties, the number of years, and

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the results fairly applied to our whole population and the number of lives destroyed in steamboats would be matter of great surprise. It is also worthy of notice that the loss of life by electric stroke were ascertained in the manner above proposed, would be far exceeding that which is occasioned by this rare casualty.

In the year 1832 it was estimated that, besides the steamboats annually descending the Mississippi, whose aggregate value is about a thousand tons. As these do not return, the loss on them by the cost of loading, navigating and unloading them \$960,000 — the aggregate value of a class of boats, \$1,380,000.

In the same year the aggregate cost of steamboats, the cost of wood, wages and subsistence of crews and passengers, was estimated at \$26,000,000.

The total expenditure on steam and flatboats was, according to the same authorities, \$1,380,000.

The value of produce exported in these boats, together with the cost of navigation, is estimated at \$26,000,000.

The different descriptions of boats navigated on the Mississippi employ to sixteen thousand nine hundred men, namely:

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To mechanics and laborers employed in building 20 steamboats
Wood cutters
Crews of steamboats
Building flatboats
Navigating flatboats to New Orleans
Total

But adding to those who are directly engaged the much larger number of persons making engines and in furnishing, supplying, loading and unloading, the number of persons deriving subsistence from this navigation, in the aggregate, the number has since been greatly increased. During the last few years the neighboring towns

about twenty-five steamboats, at Cincinnati and its ne

From 1822 to 1827 the loss of property on the Ohio and flatboats, and their cargoes amounted to \$1,362,500. In 1827 to 1832, \$381,000.

## Chapter XXVII.

We close this part of our subject with the following extract published in the *Wheeling Gazette*, since our table of

"We are informed on good authority that the number of boats employed on the Ohio and Pittsburgh, including those places, will not fall short of fifty thousand. The distant parts of the country — for the southern and western — are added to our river trade, increasing the number of boats employed, and the amount of freight conveyed in each boat to be forty tons. The amount formed of the amount of merchandise transported yearly is estimated to be navigable from six to eight months in the year, and to Louisville and back. Each boat then transports twelve times a year, up, equal to seven hundred and twenty tons. This multiplied by five thousand three hundred tons as the gross amount of freight, gives the value of the cargo upon the Ohio.

To fix the value of this merchandise is not so easy. You have said that a wagon load of dry goods, weighing two tons, is worth \$8,000. Merchants that purchase \$8,000 worth receive them goods worth \$2,000. As grosser and heavier goods, and in large quantities, the value per ton may be rated at \$500. This multiplied by the value of each cargo; this, multiplied by twelve gives \$:

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boat during the season; and this multiplied by sixty, the value of the freight is \$14,800,000 as the value of the down freight in a single year. The amount conveyed in keel and flatboats, and the immense amount of freight on the river in the spring season. The value of the merchandise transported is \$1,500,000. Making the total value of merchandise transported upwards of \$16,000,000.

The number of steamboats employed in 1842, in navigating the Ohio, was four hundred and fifty. The average burden of these boats is an aggregate of ninety-thousand tons, and their aggregate tonnage is these were fine vessels, affording the most elegant accommodations. They are favored, in beauty of model, completeness of finish, and speed, by any part of the world.

The number of persons engaged in navigating our steamboats is about thirty-five persons, which will give



and fifty persons embarked in this navigation.

It appears, from the reports of the Louisville and Portland Canal, that more than a million tons of freight have passed that canal in one year. At this rate there can be no doubt that the navigation of the Mississippi, and allowing five men to each boat, there is no doubt that this branch of the navigation. The cost of these boats is \$4,000 per boat, and the annual expense, and the expense of loading, navigating, and unloading, is \$1,380,000 per year, or a whole annual expenditure upon this class of boats \$1,380,000.

In 1834, the number of steamboats in existence, on the Ohio and Mississippi, they were estimated to carry thirty nine thousand tons.

Previous to the adoption of steamboat navigation, the trade between New Orleans to the upper country, was carried in about two hundred keel boats, making but one trip a year. The number of keel boats employed in this trade exceeded one hundred and fifty, carrying thirty tons each, and making the trip between Louisville and back in two months, or about three voyages a year.

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all the boats ascending the, Ohio and Lower Mississippi.

In 1834, the number of steamboats was two hundred and thirty, carrying nine thousand tons; and in 1842, the number of boats was two hundred and ninety, carrying nine thousand tons.

In 1832, it was calculated that the whole number of persons employed in this navigation, including the crews of steam and flatboats, mechanics, and other persons employed on the boats, was ninety thousand. As the number of boats has increased to two hundred and ninety, directly engaged in and about this navigation in 1842, the number of persons employed is now ninety thousand; but who shall place a limit to the numbers who are employed in this navigation, who distributes its millions of dollars for wood, its millions for machinery and the labor of mechanics, and who shall only be computed by hundreds of millions?

The cost of building and of running boats has not changed. The price of some items have risen, but others have been reduced. The general results.

In the construction of the boats there has been a progressive improvement. The models have been changed to suit the exigencies of the trade, with power to increase the speed and capacity for carrying freight, with power to increase the draught of water. In all these respects our boats are still improving. The most marked changes consist in the increase of the depth of the boats, adding to their speed and lightness.

Boats are constructed now more than formerly for particular purposes for which they are intended. Lines of packets run between important places, which run regularly, and which have fixed times for their departures and arrivals. All these are comfortable, and superior. The large passenger boats, running between

Louisville, are inferior to nothing of the kind in any part of the country. The state rooms commodious, and the tables excellent, superior to those

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of any but the very best. The officers are not only accustomed to treating the passengers as their guests, and taking pains to make the board these boats is usually good, and it is an admirable opportunity for fellow travelers avoid the exclusive and selfish, departing together, seeking the acquaintance and society of each other for comfort and amusement. A trip to New Orleans is one of pure pleasure, and combines in its incidents much variety,

The men of business in the West, and all who are interested in the trade extensively, and are thus very decidedly acquainted with the route to New Orleans upon business, there are other crowds of pleasure months of the winter, in festivity, amid the gay and cheerful parties thus meet on board the steamboats, and together, they endeavor to accommodate themselves to the occasion. It often happens that the greater portion of the cabin passengers, freed from constraint and chastened by perfect decorum, find their chief amusements; and at night, when the spacious cabin is enlivened by the merry notes of the violin, and filled with the music of a floating palace than a mere conveyance for wayfarers. The trip, making the trip from Louisville or St. Louis to New Orleans, is a voyage in six or seven days.

The mailboats between Louisville and Cincinnati are the original proprietors of this line, have the merit not only of a regular line of packets in the West, but of carrying out the interests of themselves, and with great advantage to the public. They are bound and to adhere to them with punctuality. Their boats have accommodations excellent, and the officials skillful and attentive. The fact, so creditable to all concerned, that in more than thirty years of their existence, no accident

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has occurred by which the life or limb of a passenger has been put into the hands of other owners who run a morning and evening line. The boats have maintained, and we have no doubt will continue to

There is also a daily line of packets between Pittsburgh and Cincinnati, in commendation. There are few boats anywhere finer than these. The large vessels, with fine accommodations and are well run. The advertisement, assert that in the last six years they have never had a character of the persons who make this statement, and it is with no room to doubt its correctness, and from our own observation, we have an implicit faith in it. *The New York Courier and Enquirer* remark: —

What a movement is here of human beings, each in obedience to his own views of self interest! — what a fresh replenished, and with such safe and rapid means of im-

"When, too, it is considered that there are various others by its thousands, and its tens of thousands, one can hardly see the responsibilities which devolve upon its general government by constitutional means, for adding to the security of the country thronged by emigrants and travelers.

"The fact that two millions of persons, to say nothing of others that connect Pittsburgh with Cincinnati, should be clothed with the exercise of all its legitimate power to improve the banks and descended rivers which connect them."

St. Louis is one of the oldest places in the West, having been founded by Chouteau and other Frenchmen were very successful in their trade; they extended the barter of merchandise for furs and peltry, and became the whole of the Indian trade of the country lying upon the western point; at which was also the depot for all the military stores and headquarters for most of the officers

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and agents of the government having transactions in the country. The inexhaustible beds of the mineral more recently discovered at St. Louis is a principle market for that article, of which immense quantities of pork, tobacco and hemp, are largely produced in the valley. St. Louis is, and must ever be, the emporium.

St. Louis has, therefore, always been a place of great importance. Its geographical position seems to insure for it a continued and important relation to New Orleans on the one hand, and the vast western country on the other, and the advantages, as a commercial place, which are unrivaled in the West, improved by a sound and enterprising population. St. Louis is the mart of the Upper Mississippi that Cincinnati occupies in the East, the mart and commercial metropolis of a wide area, in which

We have before us a valuable report, "prepared by authority of the Government for the use of Chicago convention of July 5, 1847," from

"At the first census (1790), the population of the Valley of the Mississippi was about three hundred thousand. In 1800, it had increased to about five hundred thousand; in 1820, to two millions three hundred and seventy thousand; in 1840, to four millions one hundred and ninety thousand; in 1847, according to the present average, it was about three million three hundred and twenty thousand. In the year 1850, according to the present average, it will be about equal to the population of all the Atlantic States.

The history of Missouri alone, however, exhibits a striking increase of population. In 1799, the population was seven hundred and forty-three; in 1799,

twenty thousand eight hundred and forty-five; in 1820 eighty-six; in 1830, it was one hundred and forty thousand three hundred and eighty-three thousand seven hundred increase (one hundred and

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seventy-three per cent decennially), it is, 1847, eight hundred being an increase of sixteen per cent per annum. But with a hundred and seventy-three per cent, that of Illinois was and seventy-five, and Arkansas, two hundred and twenty

The commerce and agriculture of this valley exhibits a

The first schooner of the northern lakes, the "Griffin" a commercial enterprise and settlement that reached the Valley owe to the Great Lakes the introduction of commerce

From that period up to the purchase of Louisiana in 1803 emigrants with the Indians constituted a leading pursuit of the Valley of the Mississippi. These immense rivers, St. Lawrence, to the Yellow Stone, on the Missouri, by the Rivers, connecting the lakes with the Mississippi, were

Next to the canoe came the Mackinaw boat carrying fifty keel boat or barge of thirty to forty tons. The first appearance at the mouth of the Ohio, of which we have any account by Bossu, a captain of French marines, ascended as far as first to ascertain, by experience, something of the nature of the boats, the "St. Louis," struck a sand bar above the two days. Three days after, says the Traveler, "my boat was full; the shock burst the boat, and such a quantity of water was time." This was probably the first boat snagged on the time consumed at this period, and for many years after settlements in the vicinity of St. Louis; a voyage occurred but which of late has been accomplished in less than five

The city of St. Louis is the base of the navigation of the the head of

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navigation for the larger boats of the Ohio and Lower the Upper Mississippi, Missouri, and the Illinois river Lower Mississippi. Hence is exhibited as busy and as which are commingled people of many nations, and pr industry. The city was built upon a limestone bluff, on Mississippi, whose waters washed its base with a constant post, it has grown to the quality of a city, promising a load of traders, its population has gone on multiplying thousand. From a trade of a few thousand dollars in five



counts its millions. It has grown to be the greatest steamer  
Its enrolled and licensed tonnage was, in

1844	16,664
1845	20,424
1846	23,800

At \$65 per ton, its tonnage, for 1846, was worth \$1,547,800,  
is required by its trade. The total number of steamboats

In 1839, 1,476 with 213,193 tons.

In 1840, 1,721 with 244,185 tons.

In 1841, 2,105 with 371,691 tons.

In 1842, 2,412 with 467,824 tons.

Besides eight hundred and one flatboats, and is exclusive of  
month of May, 1846, there were twelve steamboat arrivals

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### Chapter XXVIII. The First War S

(From Prebles' Steam Navigation.)

"NEAR the close of 1813, Robert Fulton exhibited to the  
proposed *war steamer* or floating battery, named by him  
to the proposed armament on deck, she should have four  
to discharge a hundred-pound ball into an enemy ten or  
should have an engine for throwing an immense column  
an opponent. Her estimated cost was \$300,000, which  
frigate.

Fulton's project was favorably received, and in March,  
be equipped one or more floating batteries, for the defence of  
construction of the vessel was committed by the Coast  
committee of five gentlemen appointed by William Jones  
soul animated the enterprise, was appointed the engineer  
novel steamer were laid, at the ship yard of Adam and

The blockade of our coast by the enemy enhanced the price of  
lead, iron and copper and the supply of coal from Richmond,  
however, were surmounted, and the enemies blockade of

With reference to the mechanics and laborers there was  
lakes in such numbers that comparatively few were left  
enlisted as soldiers. By an increase of wages, however,  
the vessel was launched on the 20th of October, 1814, and

The river and bay was filled with steamers and vessels amidst of these was the floating mass of the Demologu

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afterwards named, whose bulk and unwieldy form seemed land batteries that were saluting her.

Captain David Porter, writing to the Secretary of the Navy, "I have the pleasure to inform you that the "Fulton" the yet has ventured to suggest any improvement that could *the projector, 'I would not alter her if it was in my p*

She promises fair to answer our most sanguine expectations to navigate in her from one extreme end of the coast to the other now draws only eight feet three inches of water, and her stores and crew are all on board. The ease by which she moves it certain that her relaxity will be sufficiently great to admit intended to secure her machinery from the gunners' shot use every exertion to prepare her for immediate service. by Mr. Fulton that her machinery will be in operation in

On the 21st of November, 1814, the "Fulton" was moved from the River to the works of Robert Fulton on the North River. Neptune made fast to her port and the "Fulton" to her starboard rate of three and half miles an hour.

The dimensions of this the *first war steamer* were: Length water-wheel, 16 feet diameter, length of bucket, 14 feet stroke; boiler 22 feet length, breadth 12 feet, and depth 4 feet. steamer by many hundreds of tons that had been built a

The commissioners to examine her in their report say: separated from end to end by a canal 15 feet wide and 60 feet deep copper to prepare her steam. The vast cylinder of iron was of its fellow. The great water-wheel revolves in the space supporting her armament is protected by a bulwark four

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ten inches thick, of solid timber. This is pierced by twelve pounders to fire red hot balls. Her upper or spar deck, is encompassed by a bulwark which affords safe quarters which supports a large lateen yawl and sails. She has two masts at each extremity of the boat so that she can be steered either with the addition of an engine which will discharge an immense weight upon the decks and all through the ports of an engine furnished according to Mr. Fulton's intention, with openings from each bow, so as to discharge a ball of that size in a water line, it must be allowed that she has the appearance of a warfare that human ingenuity has contrived."

Such is a correct description of this sea monster of 1811 got into circulation. Among others the following was stating that he had taken great care to procure full and :

Her length, he writes, on deck is three hundred feet, the deck and cork plank, carries 44 guns. Four of which are 100 attempting to board, can discharge 100 gallons of boiling brandishes *three hundred cutlasses* with the uttermost equal number of iron pikes of great length, darting the quarter of a minute.

The War having terminated, after many trials of speed on board of her, "Fulton the First," was taken to the navy yard of that station, where she was used as a receiving ship until the laying of her keels, when she was accidentally or partially

By this explosion 24 men and women were killed, 19 were

As there was but little powder on board (only two and half) the work of incendiarism.

Thus ignominiously ended the first steam vessel of war.

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constructed for that purpose. But from that crude and unimproved specimens of naval architecture sprang rapidly into existence a life has long since ceased to be remembered with the admiration

## Chapter XXIX. First Towns on the Mississippi. Reminiscences of Manuel White

IN the year 1801, Louisville, or Falls of Ohio, was a small town, the place was, it witnessed the arrival and departure of many boats, as, every boat whether bound to New Orleans or to be piloted through the rapids. Wonderful were the escapes from flood and field, and the prowling Indians on the Mississippi. Early in the month of May, 1800, the keel of the year was launched, but did not arrive in New Orleans until a youth, employed by Wilson and Eastin, assisted in the launch, etc., and in company with one of the owners, set out at the head of the fleet. The fleet did not land in New Orleans until about the first of June, sixty days. The population of New Orleans was rated at 10,000 and colored. There was not to be seen on the banks of the Mississippi but a small settlement called Red Banks, another called Bayou La Pêche, a cave in rock. From the mouth of the Ohio to Bayou Sauvage, on the right bank, New Madrid and Point Chicot.

On the left side all the human habitants that were seen were Brownsburg, Natchez, and Fort Adams. All the rest were

crocodile held their sway, unless interrupted by the occasional arrival at New Orleans, the men composing the crew of

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thirteen flat-boats, commenced to make preparations for a march on Ponchatrain upon schooners and small boats, and strike a long walk of a thousand miles through the wilderness infested by savages, were attacked, as they were always in large bodies and the country was under Spanish rule and remained so until 1803.

### EARLY STEAMBOAT HISTORY — DECEMBER 1814

"We find that a contract was made by the Mr. Fulton and Robert Livingston, Vesuvius, Etna and Buffalo in operation for the purpose of navigating the Mississippi river. Three days after this contract was made and taken into service at New Orleans when that city was in the hands of the forces, for which Mr. Fulton claimed remuneration. A schooner named Vesuvius who commanded the Vesuvius in the year 1813, 1814 and 1815 was the first steamboat between Louisville, Ky., and New Orleans. The appearance of the British army before the city, her service during the time she was in the service of the U. S. Government since

This claim occupied the courts and Congress of the U. S. until 1846 when the government made a handsome appropriation for the service of Congress in 1846, awarding \$76,300.

The Vesuvius was seized by order of Genl. Jackson at New Orleans, December, 1814.

We therefore suppose she must have been here at the time of the capture of New Orleans.

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### THE FLEET OF LAFITTE, THE PIRATE OF THE GULF

(Louisiana Gazette, Oct. 11th, 1814.)  
Information having been received in August that Lafitte had captured several valuable prizes; and there being no doubt that the goods were smuggled into the city, his Excellency, Governor Claiborne, directed the U. S. Navy to make an expedition against this band of pirates. On the 16th of September, Commodore Patterson descended the Mississippi, and without delay proceeded on the expedition. On the 16th of September the line of battle and stood for the Harbor of Grand Terre. The squadron approached the Island of Grand Terre, the pirates were seen and making preparation for battle, but they could not be forced to fight in dismay.

They set fire to two of their best vessels. Before sunset the pirates fled to the piratical vessels. The U. S. squadron consisted of



number of the pirates' vessels, and their advantageous anticipated; their force of all nations and colors was es buildings at Grand Terre, Grand Isle and Cheniere Ca power of the captors. A number of prisoners with a lar 30th the squadron with the prizes approached the city of ten sails, seven of which were cruisers of Lafitte, a Carthagenian colors.

Lafitte made his escape, but subsequently in the month Orleans, Governor Claiborn offered him pardon if he of New Orleans he had charge of the water batteries be passing. This service he performed, and was complim after this, and we know not what became of him.

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### A COPY OF THE WHARF REGISTER AT NEW ORLEANS, FROM 1812 TO 1819, INCLUSIVE.

#### GIVING THE DATE OF THE ARRIVAL OF THE VESSELS, AND THE NAME OF THE CAPTAINS.

STEAMBOAT	YEAR	MONTH
New Orleans	1812	Jan. 12
Vesuvius	1814	May 16
Enterprise	"	Dec. 14
Etna	1815	April 24
Dispatch	1816	Feb. 13
Gen'l Pike	"	Oct. 2
Washington	"	Oct. 7
Franklin	"	Feb. 10
Constitution	1817	April 17
Harriett	"	May 6
Buffalo	"	May 10
Kentucky	"	Nov. 12
James Monroe	"	Nov. 26
George Madison	1818	Jan. 1
Vesta	"	Jan. 24
Governor Shelby	"	Mch 23
Gen'l Jackson	"	April 1
Cincinnati	"	May 23
Ohio	"	Jan. 9
Napoleon	"	Jan. 19
Eagle	"	July 19
Louisiana	"	August 6
Newport	"	August 2
Johnson	"	Oct. 25
Henderson	"	Dec. 30
Volcano	1819	Jan. 4
Alabama	"	Jan. 7
Hecla	"	Jan. 17
Exchange	"	Jan. 20
James Ross	"	Feb 6

Maid of Orleans	"	Feb 12
Maysville	"	Feb 18
Tamerlain	"	Feb. 26
Frankfort	"	Mch. 1
Rifleman	"	Mch. 2
Rising States	"	Mch. 31
St. Louis	"	April 14
Ramapo	"	May 4
Paragon	"	May 14
Mobile	"	May 29
Gen'l Clark	"	July 6
Yankee	"	Dec. 10
Feliciana	1820	Feb. 9
Fayette	"	Feb. 20
Car of Commerce	"	Feb. 21
Beaver	"	Feb. 21
Gen'l Robertson	"	Feb. 26
Tennessee	"	Feb. 26
Rifleman	"	Feb. 27
Comet	"	Mch. 1

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### ARRIVALS AT NEW ORLEANS.

STEAMBOAT	YEAR	M
United States	1820	M
Columbus of New Orleans.	"	M
Gen'l Green	"	M
Missouri	"	M
Manhattan	1819	N
Rapids	"	N
Columbus of Kentucky	"	A
Cumberland	"	A
Vulcan	"	A
Fayett	"	A
Telegraph	"	M
Independence	"	C
Arkansas	"	C
Mississippi	"	N
Velocipede	"	N
Hornet	1821	Ja
Osage	"	Ja
Thos. Jefferson	"	Ja
Olive Branch	"	Ja
Hero	"	Fe
Alexandria	"	A
Gen'l Clark	"	M
Post Boy	"	M
Courier	"	Ja
Elizabeth	"	Ja
Dolphin	"	Ja
Providence	"	D
Henry Clay	"	D

Rocket	"	D
Eliza	"	D
Mandan.	"	D
Gen'l Green	"	D

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## Chapter XXX. Embargo on the N

There were three periods in the history of the Mississippi which navigation was prohibited.

First in 1785. During the Spanish occupation under Governor Huerfano on the Ohio had forced itself down the Mississippi to the Gulf. The Western settlements claimed the natural right to the use of the river although in the eyes of Spain they were unquestionably a matter of great interest to the Spanish authorities to derive from the importation of transit and port duties. A revenue office was established at New Madrid, Chickasaw Bluffs, and Natchez to make land and comply with the revenue laws; which was a source of confiscation of the cargo.

The Western people believed these duties exorbitant and the right to navigate the river free of all such impositions. They resisted this unjust taxation and a military invasion of Louisiana by the West of the Western people and seizing the port of New Orleans.

At the same time the Western people, indignant at the denial of them the free use of the Mississippi, were strongly tempted to secure for themselves an independent government. The threatened invasion, and knowing the power of the Western people, the concession of the free navigation of the river. It was under the leadership of Wilkinson, of Kentucky, made an arrangement with the Spanish government with several barges and flat-boats loaded with flour and other provisions. When he reached New Orleans, he obtained an interview with the Spanish authorities for himself and the people of the West permission to transport many articles of Western produce adapted to the Louisiana market.

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From this time forward the free navigation of the Mississippi was secured.  
*History of the Valley of the Mississippi.*

### SECOND PERIOD WHEN THE FREE NAVIGATION WAS RESTORED

In 1812, Livingston and Fulton obtained a grant from the State of New York the right to navigate the waters of this State with steamboats. The first steamboat coming to the port of New Orleans that did not belong to the Spanish government, was the *Enterprise*, Captain H. M. Shreve, in 1811. It was seized at the instigation of Livingston and Fulton. The free navigation of the river within the boundaries of Louisiana was restored.

the *Enterprise*, gave bond in the suit, and proposed to the next independent steamboat that appeared at this port while, loading with a cargo of sugar and molasses for her, and she was ordered to leave the waters of this State. The captain not being prepared with bail was compelled to leave his cargo for the *Ohio*, glad to save his boat. The next boat from Louisiana was the steamboat *Constitution* that arrived at New Orleans, and was compelled to depart from the waters of Louisiana with these outrageous proceedings of the authorities of Louisiana. *Fulton*, and demanded from the Congress of the United States that they set aside any such grant to the free navigation of the Mississippi, and would send an armed expedition to open up the river. When the *H. M. Shreve* arrived at this port in 1816, with the steamboat *Enterprise* her time. She also was immediately seized at the instigation of the authorities upon their waters. Captain Shreve this time had the cargo of his boat waiting some months it was finally decided that the State of Louisiana should

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Livingston and Fulton the exclusive right of navigation on the rivers, lakes and bayous of the United States shall be for the benefit of those who might wish to navigate them with any kind of vessel, and that the free navigation of the Mississippi. The third period of the free navigation was interrupted was in 1861, shortly after the Civil War, when the Confederacy. A fort was established at Columbus, Kentucky, to prevent boats to pass up or down. This blockade continued until 1863, when the *Memphis*, Tenn., when the navigation was opened as far as *Vicksburg* and Port Hudson, was again opened to New Orleans.

### SOUTHERN CONFEDERATE CUSTOM HOUSE AT MEMMINGER, SEC.

Among the amusing relics that have been preserved from the war, and afford coming generations of Western boatmen more interest than any issued by the Secretary of the Treasury, — C. G. Memminger's

As the Confederate line was drawn at *Norfolk*, on the lower end of the craft of every description were required to land there, and were always prepared to enforce the order. And as all masters of boats under Confederate authority, when they got below the line, were required to become a point of great importance, although before that time there, it was hardly known even to river men as anything

The requirements, although much condensed, were as follows:

"Masters of flat-boats with coal in bulk intended for purchase at *Norfolk*, a schedule in duplicate, setting forth the quality, quantity and value, and the fact of its being intended for entry or delivery. On these schedules the collector will endorse the duties at *Norfolk*, will endorse on the original schedule



to the master) a certificate of payment, and a permit to arriving, as aforesaid, composed of dutiable or free articles other than the port of final destination, permission may be granted under the regulations:

"The master shall present to the revenue officer at Norfolk, describing them by their marks and numbers, number of packages, and description in the general manifest of the vessel. Also the destination of the merchandise."

"On the arrival of the vessel at an intermediate port, the master shall deliver to the revenue officer the original schedule and will receive a general landing permit entered and special landing permits issued, as now provided for in the regulations for merchandise."

Should the vessel be out of business hours, or should circumstances require, the master may deposit the goods either in a bonded warehouse or the custom house, and receive a receipt containing all the particulars of the schedule and the name of the person with whom the merchandise is deposited and by whom it is to be delivered to the revenue officer as soon as the opening of the custom house.

On the arrival of the vessel at the port of final destination, the master shall deliver to the custom house by delivering his original manifest and landing permits to land at intermediate ports, and the receipts of the goods deposited or any other document showing the disposition of the cargo shall be delivered on permits similar to those issued for the landing of merchandise. And the total cargo as shown by the original manifest, with the exception of such as shall be shown by documents produced elsewhere, under the penalties now provided by law, for the landing of merchandise arriving from foreign ports."

In order to relieve vessels in this branch of importing merchandise, the regulations therein, remaining unclaimed, or for which no entry is made, may be taken up within four hours after arrival, may be taken

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possession of by the collector, and deposited in a bonded warehouse for that purpose." To afford further facilities in the event of a vessel arriving at the port of final destination before the opening, or after the closing of the custom house, and no facility exists for discharging the cargo, it shall be lawful to permit the cargo to be landed on the expense of the vessel, on the levee, in charge of the inspection officer, or in a bonded warehouse in the port, such portion of said cargo as may be so landed.

The master or commander of said vessel obtaining for the cargo a permit from the inspection officer, on the levee, or the custom officer, shall deliver to the collector of customs as soon thereafter as the regulations of said port will permit.

"Any goods, wares or merchandise imported as aforesaid, on the presentation to the collector of the bill or bills of lading by law, on the entry of imported merchandise, before a vessel, and the necessary permits for the landing shall be

And on the presentation of these permits to the surveyor (if the vessel by which the goods are imported has no customs to superintend the landing of the merchandise) or the authorized before entry has been made by the importing agent, in accordance with the commerce or circumstances attending such arrival, shall

It must, however, be distinctly understood that it is not to be applied to these vessels, except under the inspection and supervision of the

### CLEARANCES.

Before the departure of any vessel navigating the Mississippi or place beyond the southern limits of the Confederate States, the charge thereof, shall deliver to the collector or chief of the vessel is about to depart, a manifest of the cargo on

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the manner now provided by law for vessels to a foreign port, as follows:" —

### "CONFEDERATE STATES OF AMERICA."

Here follows the usual clearance certificate of vessels bound

"It shall be permitted to vessels engaged in navigation on the Mississippi after clearance, to take on board at the port of original destination, within the Confederacy, any goods, wares or merchandise, and on the Confederate limits on delivering to the collector or chief of the Mississippi, or at the port nearest the frontier of the Confederacy, describing all the goods on board — the quality, the value, and the date delivered at the time of clearance at the custom house of the port received to be forwarded to the port from which the vessel

Lastly, it is made the duty of the collector at the port of destination, and the masters of outward-bound vessels are required to deliver to the collector beyond the Confederacy, in the same manner and at the same time as the vessels."

It will be observed that these requirements are addressed to vessels, and there was no distinction made between flat-boats, steamers, and land and to conform to the regulations. But no great effect was produced by "regulations." For until Memphis was taken there was no blockade established at Cairo. Even before that was established a sort of guerrilla blockade at points along the river, and provisions were not very plenty.

The writer calls to mind a case in point. In the early spring

the steamer Empress, and passing "Fort Wright," a t  
Memphis, we were brought to about daylight one mor  
shore, entirely obscured from view. As we were not at  
"hails" but

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little time was lost in responding to the hail. It was a c  
soldiers that stepped on board as soon as the boat landed  
that the easiest way to a compromise would be through  
the first time, and sent for the barkeeper, and while it  
road to an early release, and insisted that soldiers expos  
to more than *one drink*, in which they freely concurre  
contraband or that would be useful to the Confederacy,  
*Chicago*. Nothing could have been more opportune; ry  
abomination to a soldier of the Confederacy, and altho  
early date, with hogsheds of "Yankee" sugar in sigh  
vain, and the Chicago sugar rolled on shore and the Er  
winding way north, realizing for the first time that th  
had already commenced. We felt that we were fortunat  
loss of a few hogsheds of sugar. Other steamboats a  
fortunate and never returned to their home ports. Later  
masked batteries and guerrilla attacks.

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### Chapter XXXI. The Watt & Bolton

¶Written for the N. O. Democrat.¶

THE Watt & Bolton engine as originally used carried  
point. The difference between them and the high press  
waters the early low-pressure boats carried steam very s  
gradually, by the introduction of stronger boilers, this  
first boat — the New Orleans — had but one cylinder,  
beam. The engine was what is known as a steeple engine  
iron beam, something on the order of a saw mill engine  
engines, low pressure, but single. The Caravan and M  
cross-heads. In 1824 the Hibernia and Philadelphia had  
principle, but they were horizontal, and the pitmans ar  
boats had their cabins on deck, and it was of importan  
possible. The steeple engine took up but little more tha  
pressure boats had two engines up to 1823 except the U  
the Watt & Bolton principle had walking beams. Frenc  
of these engines. She was sold at Natchez, in 1813, and  
Comet, came the Enterprise, a larger boat, in 1814, and  
Brownsville, Pa., by the Monongahela Steam Navigat  
The Washington, built by Capt. H. M. Shreve, in 181  
boilers. Trevithick invented the high pressure engine,  
a condenser, and as high steam and expansion were als  
of combining the two qualities in the same engine and  
upon which the Hartupee engine is built. Oliver Evans

his son George established a shop at Pittsburgh and built

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### THE FIRST STEAMBOAT.

"A friend has favored the *Times-Democrat* of New Orleans and the *Louisiana Gazette* of the twentieth of October, 1810, with the claim the proud distinction of having built the first steamboat, and built the Clermont for the Hudson River. The letter was written by the man who built and patented the first high pressure engine.

"In the year 1802 or 1803 Capt. Jas. McKeever and Louis Evans, in a letter which I had written to a gentleman there explaining the principle of steamboats in the water, and agreed to construct a steamboat. The captain superintended the building of the boat, and it was completed in 1803 and had the engine built at my shop, while I was in England. I fitted the engine to the boat, ready for experiment, but it was not likely to rise again to float the boat in less than six months. The money was exhausted and they were left in a sad dilemma. I then furnished them with money on condition they would take it to build a saw mill. This they did and began to saw 2,000 feet of wood a day. I fired fire to the mill and reduced it to ashes. They have both since acknowledged that the power of the engine was quite sufficient to haul the mill. The engine for this boat was only nine inches in diameter, and the principle is the only one suitable for propelling boats up the river. It is more powerful than the best English engine of equal dimensions since erected at Pittsburgh for Mr. Owen Evans; the cylinder is 22 inches stroke, and will grind 480 bushels of wheat in a day.

NOTE. — This engine was the first one used in the world. It consisted of two cylinders of sheet iron, 3 feet 6 inches in diameter, 8 feet long.

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### OLIVER EVANS ON THE STEAM ENGINE.

[From Niles' Register, Vol. 13, 1817.]

"Citizens attend. Surely the sum of death and misery, which has been produced by steam engines on the boats is now enough to arrest you. The discovery of steamboats. This discovery has recently been so openly acknowledged that it is no longer a secret.

Therefore, I announce that more than forty years ago, I discovered a new means of applying the great and advantageous principle of the *power of steam*, by geometrical progression and by the arithmetical progression, and thereby lessen the consumption of fuel in the engine to suit for steamboats.

For double heat in the water produces 128 times the power of single heat. I have since got into operation seventy different machines, and discovered the unimitable and eternal principles and laws of nature, so



the art of man, either by neglect, design, ignorance or *steam*. He can only make them yield to the inevitable pressure and escape until the steam extinguishes the fire, and the danger is itself. No accident has ever happened with any of my engines.

I published in 1805 a laborious and difficult work (probably a treatise) on a very abstruse subject, describing and demonstrating those principles of steam engines, and also to boats, by means of the very paddle wheels, such as were never conceived, or understood well, for about thirty years before.

To this book I now refer, "The Young Steam Engineer's Library."

My cylindric boilers, 15 inches in diameter with the end caps, will bear a pressure to the inch area of its inner surface.

If twenty inches diameter, about 1,000 lbs., if thirty inches diameter, they will bear about 350 lbs. when constructed with wrought iron.

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of an inch thick, thoroughly riveted together, and that will bear ten pounds to the inch. Double diameters will hold but half the pressure. In all boilers the stress to make them yield, is equal in every part. It is the workmen to construct any boiler to be equal in strength to the rest, and a thousand, will be weaker than the rest, and yield first at the furnace, and steam enough to extinguish the fire. 'It is a great danger."

"Then we may safely conclude, and say, that it has been proved to do any serious injury. Not in such a degree as to be dangerous, and much less to force through the sheet iron covering the boiler, the elastic power of them. I defy contradiction or any person to the contrary."

### CRITICISMS ON OLIVER EVANS' THEORY OF NON-EXPLOSION OF THE CYLINDER STEAM BOILER.

While he is very positive that his boilers can not be exploded, his own experiences show that he was sadly mistaken.

Without knowing the kind or character of his furnace, he was ignorant of a leak in the boiler. The assertion he makes that a leak or explosion impossible would not hold good in more than one instance, or an imperfect rivet was always on the bottom of the boiler, and what he anticipated would sometimes occur. But unfortunately, cylinder boilers have not been so considerate as to give him any instances.

Still the name of *Oliver Evans* will long be remembered by the practical engineers of the age in which he lived, and particularly those who have made steam and made it practical than did Oliver Evans. No

efforts before Congress and the public at large, to secure  
him to extend his experiments and to advance the cause

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He predicted in 1794, that steam wagons would travel  
the man was then living that would see the Ohio and M

## Chapter XXXII.

f Niles' Register, Vol. 16, 1819.ct

The Yellow Stone Expedition is to be one of the most r

It seems probable that 900 or 1,000 men will be station  
steamboat has been launched to supply them with store  
Engineer," built by the United States, to draw only ni  
on board, is ready at Pittsburgh, if not already left, to  
consisting of several learned gentlemen whose business  
the great river Missouri, and the parts adjacent.

### THE WESTERN ENGINEER,

As described in *Niles' Register*, Vol. 16, while laying a  
departure on the "Yellowstone Expedition," 1819: —

"The Western Engineer is moored at the landing at the  
lies waiting for orders. In passing the Independence an  
she was saluted by these vessels.

The bow of this vessel exhibits the form of a huge ser  
from under the boat, his head as high as the deck, dar  
and apparently carrying the boat on his back. From und  
water, dashing violently along. All the machinery is hi  
wheel carriages stand on the deck. The boat is ascendin  
hour. Neither wind nor human hands are seen to help h  
complete that a monster carries on his back smoking

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with fatigue and lashing the waves with violent motio  
to attract the savage. Objects pleasing and terrifying a  
Republic, portraits of white men and an Indian shakin  
the apparent monster with a painted vessel on his back,  
with guns — taken altogether and without intelligence  
daring savage to approach and accost her with Hamlet'  
"Be them a spirit of health, or goblin damned,  
Bring with thee airs from heaven, or blasts from hell?  
Be thy intents wicked, or charitable?  
Thou comest in such questionable shape,  
That I will speak with thee."

**THE LONGEST BOAT ON THE MISSISSIPPI —**  
Probably no steamboat owned at St. Louis has ever created more fame than did the "Big Missouri" on her arrival at the wharf which fame had so far preceded her arrival, that everybody was curious to see her, which was longer than any previous boat, 30 feet beam, 10 feet light, wheels 32 feet diameter with 12 feet buckets, and seven 42 inch boilers, her capacity was 600 tons. She was commanded by Capt. J. C. Swan, her commander, and cost \$45,000. She was burned at the wharf in August of the same year. Had she had a fair chance, she would have made the trip from New Orleans to St. Louis by the "[J. M. White](#)" three years later.

### **MAMMOTH STEAMBOAT.**

The following extract taken from the *New Orleans Times* between now and then: —

**A MAMMOTH STEAMBOAT BUILT SIXTY-FIVE YEARS AGO.**  
The steamboat United States was built at Jeffersonville, Indiana; Samuel Hart, master; measures 645 82-95 tons.

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New Orleans, January, 1821. Mr. Vandusen, a ship builder, and he brought out from New York fifty mechanics and a very few ship carpenters in the West at that period. After she was floated or worked by sweeps to New Orleans for the purpose, the engine was built in England upon the Watt and Boulton system. Her planking and timbers were of immense thickness, and she was snag proof. She made several voyages between New Orleans and St. Louis, but her slow speed that she did not prove a success. In 1823 she was wrecked at the city, the batture caved in and sunk her. There is one man in St. Louis Choat, who remembers this boat, as he was her pilot. He was a wonder of the Western world, and was thought to be the first of the time elapsed before another steamboat of so great a tonnage was built.

### **STEAMBOAT ENTERPRISE, 1814.**

The Enterprise was the fourth boat built, and though she was not the first one in many respects. She made two trips in the summer of 1814, and in December of that year came to New Orleans with a cargo of flour, and into service by Gen. Jackson. She afterwards made five voyages to the rapids of Red River, and ran to Natchez. The distance she used to make without the use of sails in fact, from New Orleans to Pittsburgh in 54 days, 20 days of which time was considered a very remarkable trip. In 1812 Livingston and Fulton obtained a State a grant or charter for the exclusive navigation of the Mississippi for 20 years. As the Enterprise was built by other parties, Livingston and Fulton, who claimed that they alone had the right to steam and that she was infringing on their rights and carrying on an illegal trade, the matter was carried to the Supreme Court. After

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a delay of three years the court decided that in accordance with the navigation of the Mississippi river was open and free at all times to come, and declared that the granting of exclusive navigation to the Enterprise was a remarkable boat to discard the use of sails and depend upon steam at the mouth of the river, the first to engage in the towage business, the first to be seized by process of law and to give bond, and the first commanded by Capt. H. M. Shreve, a man whose name is now famous, who built the first high pressure engine, who used cranks, and who invented valves in boilers, planned and built the first snag boat, removed the obstructions to navigation, and after whom the town of Shreveport is named. It is a remarkable remark that the first boat to go up Red River after the Enterprise. Previous to that date keel-boats were the means of navigating the way of Loggy bayou into Lake Bisteneau, Willow bayou, from thence into Soda lake and Black and Red bayou, and the navigation.

During the year 1821 the following amount of tonnage arrived at the city: American, 51,458 tons; British, 16,216; French, 1,186; Spanish, 5,000; Swedish, 552; Hanoverian, 288; a total of 74,742 tons.

In the year ending October 1, 1817, 1,500 flat-boats and keel-boats arrived at the city loaded with produce.

During the year 1821, 287 steamboats arrived, 174 barges, and 113 keel-boats on which amounted to \$8,272. Each loaded flat-boat paid for the privilege of passing in length, \$10; less than 70 feet, \$3. Steamboats pay levies for the privilege of passing, and under, \$6; from 100 to 150, \$9; 150 to 200, \$12; 200 to 250, \$15; 250 to 350, \$22; 350 to 400, \$24; 400 to 450, \$26; 450 to 500, \$28; 500 to 600, \$32; 600 to 700, \$36; 700 to 800, \$40; 800 to 900, \$44; 900 to 1,000, \$48.

Up to 1822, 83 steam vessels had arrived at the landing at the city, the largest, 28 tons; the largest, 28 tons.

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the United States, 645 tons. Among this number is included the steamship Robert Fulton, of 530 tons.

The receipts of cotton for the year 1821 amounted to 191,000 bales, 20,000 hogsheads, rice 12,000 barrels, tobacco 28,000 barrels.

New Levee street was the front street in 1822, and the first stores, erected on the swamp side of the street. Below C

The population of the city in 1822 was 40,000.

The width of the river opposite this city was placed at 1,000 feet.

The descent of the land from the river to the lake was 7 feet.



The garrison where Fort St. Philip now stands was for laid out and named. In 1788 the city contained 1,100 houses, 900 of them.

**THE SECOND STEAMBOAT "NEW ORLEANS"**  
In the *Louisiana Gazette* of April 7, 1816, is this reference to the first or number *one* and *two*.

"The new steamboat New Orleans, lately built at Pittsburgh, was sunk and destroyed in 1814." She has the machinery of the first before she can be fit for service."

In the same paper, of July 26, 1816, is this notice, "The New Orleans, Captain Gale, went off from the levee very heavily laden with a number of lady passengers on board. The New Orleans

**STEAMER "VESUVIUS."**  
The *Louisiana Gazette* of June 12, 1812, contains this

**"FOR SHIPPINGPORT."**  
"The elegant new steamboat Vesuvius will be ready to sail on the 15th and will sail with all possible dispatch. The gentlemen and ladies are requested to secure their berths, as none will be retained after Saturday, Ogdon, President."

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In an issue of that paper of July 1816, is the following

"The steamboat 'Vesuvius' burned at Natchez. She was destroyed on Sunday morning.

In the afternoon of Saturday Captain De Hart raised steam

The machinery did not work well, and while examining the boiler the crew had to abandon her. She floated down the current during the calamity.

The estimated loss of boat and cargo is \$200,000."

**DIFFERENT VERSIONS NOT TANTOLOGY.**  
While these desultory scraps of history are by no means complete as they go, and serve to illustrate to some extent the situation of steam in navigation.

By collating the items, or scraps of history as they are, a more complete knowledge may be arrived at, although if chronologic seems difficult to do with the meager records there is a discrepancy in the records of ten; and without reflection to some extent by slight changes in the text. But as it is

text in the main, and quote the history as found.

## STEAMBOAT ARRIVALS IN NEW ORLEANS.

{From a New Orleans paper.†

### THE BEGINNING.

"In 1804 the amount of tonnage to this city was very small, consisting of flat-boats and barges. There seems to have been no record of arrivals from 1812 to 1824 the record gives the number of arrivals but not the quantities of sugar and molasses were shipped on these boats, however, as the boats were propelled almost entirely by wind, the voyage indeed, as the boats were propelled almost entirely by wind, the boats were sold here for their lumber, and the owners, who were mostly from the pockets, would cross the lake, and, striking the Natchez

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trail, would start a-foot for their homes 1,000 miles and more. This year the first steamboat, the New Orleans, arrived from New York, with 371 tons.

In 1814 the second boat, the Vesuvius, of 340 tons, arrived from New York, the first boat to make the return trip to Pittsburgh, and was the first to make the trip to Louisville this year. The Vesuvius also made a trip to Louisville this year. The first arrival in 1815. In 1816 there arrived the Dispatch of 90 tons, the Constitution of 112 tons. The Washington arrived the Harriet of 54 tons, Buffalo of 249 tons, Kentucky of 148 tons, James Madison 148 tons, Vestal 203 tons, and the Governor of 142 tons.

In 1818 the Gen. Jackson 142 tons, Pike 51 tons, Cincinnati 146 tons, Newport 59 tons, Hecla 124 tons, Johnson 140 tons, Excelsior 146 tons, Tammarlane 214 tons, Maysville 209 tons, and many new boats, with an aggregate tonnage of 2,347 tons. In 1819 the Rifleman, Rising States, St. Louis, Paragon, Mobilizer, and others. In 1820 the Feliciano, Frankfort, Car of Commerce, Vandalia, United States, Columbus, Gen. Green, Missouri, Elihu, Arkansas, and the Independence, nineteen boats, whose aggregate tonnage arrived the Manhattan, Mars, Velocipede, Olive Branch, Post Boy, Alexandria, Courier, Columbus, President, and others, with a tonnage of 2,550 tons. In 1822, Henry Clay, Rifleman, Nashville, Providence, Teche, Robt. Thompson, Indiana, Leonard, Calhoun, Gen. Pike, Congress, Hope, Fidelio, and others, with a tonnage of 1,050 tons.

*Colonel Aaron Burr's Expedition with a fleet of Flatboats* for the intention of invading Mexico, as he had a large force of

1807. Early in January one of the coldest winters ever known in this country, boats arrived at the mouth of Bayou Pierre and tied up

Louisiana shore. The Governor issued an order to the fleet, as he was charged with high treason. Lieutenant to the point where Colonel Burr's fleet was moored and terms were accepted and he surrendered to the civil and military force the Governor had induced Commander Orleans, to concentrate the most of his vessels at Natchez reported to be coming down the river.

The following armed vessels were anchored in the Mississippi.

Schooner Revenge, 12 guns. Ketch Etna, 14 guns.

Ketch Vesuvius, 14 guns. Gunboat No. 11, 2 guns.

Gunboat 12, 2 guns. Gunboat 13, 2 guns.

Gunboat 14, 2 guns. Gun Barge Victory, 2 guns.

NOTE. — This was probably the first fleet of United States vessels on the Mississippi River as high up as Natchez.

#### EXTRACTS FROM CLAIBORN'S HISTORY.

##### NEW MADRID EARTHQUAKE, 1811.

"An account of the great earthquake at New Madrid or Natchez, Mississippi. We arrived at night on the 15th a. m., we were surprised by the greatest commotion of more than of a team of horses running away with a wagon on the country. There were forty flat-boats, barges and keel-boats adrift and running over the sawyers; but a man on board. An old navigator of the river just above, hailed us and said, 'We were under a bluff bank which immediately cast off and drew us into the current on the right side of the island, experienced fifty partial shocks, which shook our boats with tremendous distant noise, and in a few seconds the boats convulsed, the trees twisted and lashed together, the ear-

was sinking, and the water issued from the center of the island on its side in torrents. The shocks at this time became more violent and rose from the first shock till about 8 o'clock that day to ten or eight miles an hour, as we ran from Island 25 and landed at Island 26 miles in five hours and twenty-five minutes. The logs and trees in the river, were so thick that it appeared almost impossible to pass a number of boats sunk and destroyed, among them two keel-boats and roots we passed had the sand and mud on them, which was carried down the river, and which gave the appearance of timbered f-

eight days. The whole country from the mouth of the effects of this earthquake for many years — as many p  
swallowed up by the opening of the earth. There were a  
flat-boats and barges were wrecked. The town of New  
people lost their lives. Our barge escaped and we arrive

NOTE. — This was the same earthquake that the first  
voyage down the Mississippi."

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## Chapter XXXIII.

[From Floyd's S. B. Directory, 1856.]

From the year 1786 to 1811, the only regular mode of tra  
have described in the preceding article. The entire com  
those clumsy contrivances called barges and flat-boats,  
making the trip from New Orleans to Louisville, a tri  
six days, and has been made in a little over four. The p  
was then \$160; freight \$6.75 per hundred pounds. The  
passage between these two cities to thirty dollars, and  
price which may be regarded as merely nominal. Besid  
steam navigation on these waters, the comparative saf  
especially deserves our notice. Before the steam dispens  
to trust their lives or property to the bargemen, many c  
to be in confederacy with the land robbers who infested  
resorted to the islands of the Mississippi. These partic  
estimate the value and importance of the services which  
and prosperity of the Western States.

The earliest account we have of the navigation of the M  
hundred years ago, when Ferdinand De Soto, the first  
his famous and fantastic exploring expedition in search  
years later, Father Joliet, a Jesuit ambassador and envo  
launching on their bosom a bark canoe which had been  
shoulders across the territory between the Fox and Wis

The first vessel ever built on the waters of the West w  
her builder and original proprietor. She was launched a  
Pittsburgh, in 1806. She afterwards made a voyage fr

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After the purchase of Louisiana from Napoleon, in 1803,  
and built several ships on the Ohio. In 1805, Jonas Sp  
twenty miles above Frankfort, and near the residence of  
Scott. This ship was the first that ever made a success  
there for several months before the occurrence of a rise  
meantime, two other vessels from Pittsburgh, built b  
and in the attempt to get over, the longest one was sunl



the current. This accident was so discouraging that no more steamboats were built on the Ohio.

In 1811, Messrs. Fulton and Livingston, having established steam navigation on the Western waters, introduced the first steamboat that ever floated on the Western river. She had a single wheel at the stern, and two masts; for Mr. Fulton believed that a single mast would be indispensable. This first Western steamboat was of the capacity of one hundred tons. In the winter of 1812, she made her first voyage. She continued to make regular trips between New Orleans and Louisville, until 1814, when she was wrecked near Baton Rouge, on her

"The first appearance of the vessel on the Ohio River excited the greatest excitement and admiration. A steamboat, at that day, was considered as a flying angel would be at present. The banks were crowded with spectators, gazing in speechless astonishment at the rapid speed of this boat was only about three miles per hour. It was proved that without the assistance of sails or oars had been fully expected. It was thought that she could possibly be made to answer any purpose for which a boat was preferred before the general prejudice began to subside, and for some time she was preferred the old mode of transportation, with all its risks. The use of such a contrivance as a steamboat, which to the

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was considered as a miraculous improvement for the business of every-day life. How slow was the progress of improvement, even when they appear to be most obvious.

The second steamboat of the West was a diminutive vessel of the capacity of five tons. Her machinery was on a plan for which French was the patent. She was built at Louisville in the summer of 1813, and descended to New Orleans. She made two voyages to Natchez, and was then sold, taken up by a private factory.

The Vesuvius is the next in this record. She was built at New York, and several members of which resided at New York, Philadelphia, and Baltimore, under the command of Capt. Frank Ogden, for New Orleans, in 1814. She was sent for Louisville in July of the same year, but was grounded on the banks of the Mississippi, where she remained until the 3rd of December. She returned to New Orleans. In 1815-16, she made two voyages from New Orleans to Natchez, under the command of Captain C. C. Ogden. She was captured by Capt. John de Hart, and while approaching New Orleans she was set on fire and burned to the water's edge. After being submerged, she was refitted. She was afterwards in the Louisville trade, and

The Enterprise was No. 4 of the Western steamboat service. She was built at New Orleans, under his patent, and was owned by several residents of New Orleans. She was a boat of seventy-five tons. She made two voyages to Louisville, under the command of Captain J. Gregg. On the first of December, she was ordered to transport ordnance stores from Pittsburgh to New Orleans. While on this service by General Jackson. Her owners were afterwards engaged in the public service, she was eminent

ammunition to the seat of war. She left New Orleans for Louisville after a passage of twenty-five days, made from New Orleans to Louisville. But at the time

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the Enterprise made this trip, the water was so high that consequently there was no current. The Enterprise was, with difficulty, by running through the "cut-offs," and on favorable circumstances, the experiment was not satisfied that a steamboat could ascend the Mississippi when that river is as rapid as it generally is.

Such was the state of public opinion when the steamboat vessel, the fourth in the catalogue of Western steamboats, under the superintendence and direction of Capt. Henry M. Shreve, was launched. Her engines were made at Brownsville, Pa. The entire construction was an innovation, which were suggested by the ingenuity of Shreve. It was the first "two-decker" on the Western waters. This was a departure from the general practice for steamboats to carry their boilers on the deck, a new arrangement by placing the boilers of the Washington in the hull. This improvement, that all the steamboats on those waters run on, was first used under Fulton's patent had upright and stationary cylinders. Shreve caused the cylinders of the Washington to be placed on an angle to the vibration to the pitman. Fulton and French used single cylinders on an angle; and this was the first engine of that kind ever used. Shreve previously used cam wheels for working the valves of the engines, an invention to the cam cut-off, with flues to the boilers, and a new arrangement of the valves. These improvements originated with Capt. Shreve.

On the 24th day of September, 1816, the Washington left New Orleans and returned to Louisville, in November, 1816. The success of her construction excited the admiration of the most distinguished men of the day. Livingston, after a critical examination of the boat and its machinery, said: "I think you deserve well of your country, young man; but we (referring to

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and Livingston monopoly) shall be compelled to beat you.

An accumulation of ice in the Ohio compelled the Washington to stop at Shippingport, at the foot of the falls, in February, 1817. On that day she commenced her second voyage to Louisville, and returned to Shippingport, at the foot of the falls, in February, 1817, after a passage of twenty-five days, and from this voyage all historians date the opening of the Mississippi valley. It was now practically demonstrated that steamboats could ascend this river in less than one-fourth the time required for the same purpose. This feat of the Washington excited the excitement and exultation in that region as the battle of New Orleans. A public dinner was given to Capt. Shreve, at which he predicted that the passage from New Orleans to Louisville would be made in ten days. Although the declaration at that time, the prediction has been more than

days and nine hours.

After that memorable voyage of the Washington all difficulties of navigation were removed. Ship-yards began to be established and steamboat building was vigorously prosecuted. But a time, threatened to give an effectual check to the spirit which had developed. We refer to the claims made by Mr. Fulton for steamboat navigation on the rivers of the United States. The Washington was attached at New Orleans, and taken to New York for adjudication before the District Court of Louisiana. The privileges claimed by Livingston and Fulton, which were the claims of Livingston and Fulton were finally withdrawn. The navigation of the Western rivers was thus removed, leaving full liberty to carry on the great work of improvement. This is the present time, no less than eight hundred steamboats are now on the Mississippi and their tributaries, and this mode of navigation

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there been carried to a degree of perfection unrivaled in the world.

### STEAMBOAT ENGINES FROM 1812 TO 1826.

*By Old-timer.*

Compiled for the Times-Democrat.

"Almost all of the first boats upon the Western waters were misnomer, they had merely non-condensing engines, and were provided with condensers. Very few of the boats had horizontal beams. They had what is called steeple engines, the cylinder attached to a beam of iron running crosswise, something like the boats were provided with horizontal cylinders, like the engines seldom made more than fifteen or twenty pound only a partial vacuum. All of these original engines were imported from England. The United States had two steamboats to have two engines. The New Orleans, Vesper, Feliciana, and the Natchez, had the Watt & Bolton engine in 1813 by French, at Brownsville, Pa., and was placed on the river working well, was taken out and placed in a saw mill at New Orleans. The engines on the Enterprise, Capt. H. M. Shreve, the first high pressure engine on the river, was the first regular high pressure boat was the Washington, had one horizontal cylinder twenty-four inches in diameter. The cut-off cam invented by Capt. Shreve was first used on many high-pressure engines, also the Stackhouse family of Longs, who became celebrated as engine builders. It had a high pressure engine was Trevithick, but Oliver Evans, the first one that he placed upon a dredging machine in the Delaware in 1789, years before Robert Fulton built and ran his Clermont on the Hudson.

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improvements made to these engines were due to an engine combining the two systems in the same engine, which was the plan of Wolf. These compound engines are now in use on the river, and it is claimed for them a saving of fuel as compared with the engines from England, New York and Philadelphia. Very few of the early boats only thing they knew was that they had a safety valve to regulate the pressure of steam. They also knew that the water should not be allowed to rise above any of these boats raced the engineers placed extra weight on them. In many instances within a hundred pounds of the amount required. Thirty years all this has changed, as engineers then continued their education of their calling. The first invention to guard against explosions. This invention has so been improved upon that an explosion on a boat those days were the keel and bargemen. They knew from experience and many of the worst obstructions in the river. In those days the danger from snags and sawyers being too great. The boats of the former life had forced them to face every danger, and they were chosen mostly from the seafaring class, because they were used to being under them. All of the first boats had their cabins on deck. The first steamboat, the New Orleans, on her first trip carried a captain, and one of the owners of the New Orleans."

## LOUISVILLE CANAL.

(Louisville Courier, March 21. &c)

"The Louisville and Portland Canal will be opened as a new route for the commerce of the loveliest valley of the world will steam navigation has been one of the most important improvements on the river."

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steamboats were conceived, and the two have considered the most important events in those days, and in search of reminiscences a man of the name of Swager is in his eighty-eighth year, but he is blessed with a memory which enables him to review the men and incidents of the early graphic particularity.

"The first boat," said Capt. Swager, "which descended the river from New Orleans in 1811. She was built by the Fulton Company before the earthquake of that year, which caused the water in the river to rise. The two other boats after that, the Etna and Vesuvius, and the Enterprise, with the exclusive right to navigate by steam the water of the river from Pa., with Capt. Henry M. Shreve as manager, built two boats. The first made in all five boats west of the Alleghany Mountains."

"When the Enterprise reached the Falls at Louisville on her first trip the machinery proved too weak to bring her over. There was an attempt, and when she failed we volunteered to warp her over. We and connected it by a two-inch cable, with the capstan of the Enterprise. Captain Shreve's boats were at New Orleans in 1815, and the Enterprise at Jackson. After the fight they were released, but the Fulton Company was fined for infringement on their exclusive right to navigate the river."



bond, and his boats were released, but the battle was lost to the Company's rights. Capt. Shreve finally won the fight and called her the George Washington. In coming down the river to Maysville, and in the effort to get her off the bar the boats were damaged, but he, however, did not discourage the Captain. He repaired her and was a man of great ability and perseverance, and accomplished what he reached Louisville from New Orleans, having made the trip in the time given him, at which he said in his address that he had

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the day would come when the run would be made in half the time.

"John T. Gray and George Gretsinger built the Government Canal at Louisville. They commenced in 1815, but did not complete the engines, which were built by Dr. Ruble. The work was done in New York. Steamboats continued to increase in number and to run over the falls and the impossibility of getting over at the falls was a proposition to construct a canal around the falls. The matter was discussed by the people on the subject, many thinking that it would be a great benefit to Louisville.

"The first charter for a canal was granted by the Legislature in 1800, the Canal Company, and on February 10, 1820, an amendment was passed, first, but nothing was done under either. The time in the matter passed from time to time by the Legislature, until the matter was discussed at Philadelphia, named Ronaldson and Hulme, and Capt. Shreve. In the proceedings of the Legislature it seems that those men applied for an amendment, which was granted them and the name changed to the Louisville and Portland Canal Company. John Rowan ninety acres of land, extending from the falls to the city.

"Great opposition was encountered when it became evident that they would build the canal. Petitions were circulated for signatures and the amended charter. I was running a packet between Louisville and New Orleans. When they came into port they came to me with the petition for my signature.

"They expressed great surprise at my refusal, and asked me how the city prospered, was willing for them to build the canal and to give me a landing. I told them that what the city wanted was merchandise and to inaugurate public enterprises; that a million dollars in merchandise would come away, and would bring men with more money.

"It took them four or five years to get the canal so boats

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could pass through, and even then it was a very difficult matter to get both banks and cut the boats up terribly, and it was necessary to keep from tearing her sides to pieces.

"I don't remember who took the first boat through. T myself. It was in 1829 or 1830. I was in port with the the first Diana, of which I was part owner, and he wa canal. I told him to get everything ready and I would ta I don't remember whether that was the first boat that w of business for ten or fifteen years to take a boat throug the ditch, and gave only six feet in the canal, when the necessary the construction of the lock and dams.

"Mr. Ronaldson, the prime mover in the canal project, very kind to the men working on the canal. Those digg the unhealthy nature of the work. Mr. Ronaldson boug workmen to make it up into shirts, which he gave to t particular, too, about the way the shirts were made, an badly made, he would not accept it. When he returned him what made him so particular, he was going to gi he scolded them terribly, saying, 'it's none of your bu to make them, and you must make them right.' That

¶From Louisiana Gazette.¶

### THE MANHATTAN.

Nov. 27, 1819. A portion of the manifest of the cargo of Louisville, Ky. (Falls of Ohio).

10 boxes dry goods and clothing to Ramsey & Holmes Postlewaith, Natchez; 18 packages merchandise to I. C merchandise to W. Foster, Evansville, Ind.;

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24 casks of iron-mongery to M. Dewitt, Louisville, Ky. Louisville, Ky.; 13 cases merchandise to T. Jones, Louisville, Ky.

NEW YORK, Nov. 4th, 1819. — The elegant and powerful steamboat Manhattan, Capt. Jenkins, started at 10 o'clock yesterday for New Orleans and Louisville. After a voyage of 24 hours after leaving the wharf, she discharged her pilot in 24 minutes.

The steamboat Manhattan, Capt. Jenkins, arrived at the port of Louisville, Ky. She passed the town in hand speed and power of her engine. We are informed by Capt. Jenkins that on the second day out, attended with heavy cross wind on the second day out, attended with heavy cross wind, the engine was kept going. She proved herself a good sea boat and a safe port to Louisville.

SATURDAY, March 24th, 1820. — Arrived from Louisville.

Passed, on the 19th, near the mouth of Cumberland, s

the 22d, at Grand Cut Off, steamboat Vulcan, 10 days: Louisville to New Orleans in 142 hours and 10 minutes equaled by any steam boat. She was detained 35 days on Manifest of cargo, 330 hogsheads tobacco, 100 barrels kegs lard, 50 kegs tobacco, 50 barrels apples.

### CULTIVATION OF COTTON.

1742. About this time a cotton gin, invented by M. Du separating the cotton fiber from the seed, created an ep it began to enter largely into the products of the plantat

1783. The first arrival of American cotton at Liverpool American consul at Liverpool, whose death recently to importation at Liverpool of American cotton, and whi been grown in India. — *Extract from Hazard's Register*

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### EXPORTATION OF COTTON.

(Extract from United States Gazette, Philadelphia, 182 An idea generally prevails that the cultivation of cotton commenced subsequently to the establishment of the Fe from the following extract taken from an old work nov Great Britain and North America," London, 1766, tha

PHILADELPHIA, April 14th, 1828.

"Some of the cotton from Virginia was sent to Manch per pound, and the workmen who had it on trial, repor was as good as any they had, and that they would take

"Upon this, several trials were made to plant cotton, b commodity to send to Britain."

### GROWTH OF COTTON.

The first notice of cotton growing in Mississippi is planted at Natchez in 1722, in the garden of M. de Noi

Bienville wrote, in 1735, that it grew well on the Missi government that cotton had been received at New Orlea

It began to be cultivated as a crop in Louisiana in 1760 French minister, recommended the importation of ma the seed and lint. In 1722, Captain Roman, of the Briti black seed cotton growing on the farm of Mr. Krebs, conversion into lint. This was the Roller gin and no de

In 1796, David Greenleaf, a very ingenious mechanic, Natchez. He built the first public or toll gin on the lan

conducted for many years afterwards by Edmund And  
gins at the

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town of Washington, where he erected the first saw m  
commenced in a primitive style but did good work. He  
his gins maintain their reputation.

1801. The first screw press was made in Philadelphia f  
in 1799 to Mr. John Ross. On its receipt, he wrote to h  
myself for the cost by making *cotton seed oil*. This i  
now become a great article of commerce.

1711. The planters around Natchez turned their attention  
having been procured from Jamaica and other West In  
good staple, and was the only variety planted in this qu  
the Petit Gulf seed were introduced, it was commonly  
distinguished planter and scientist. The variety was ve

## EARLY PROPHECIES ON THE CAPABILITIES VALLEYS.

An illustration of the adaptability of the West to popu  
*Navigator*, published in Pittsburgh in 1818, tenth edit

"Mr. Charles Wells, Sen., resident on the Ohio River  
at his home, in October 1812, the following circumsta

That he has had two wives (the last of which still lives  
*twenty-two children*, sixteen of whom are still living,  
already pretty large families. That a tenant of his, a M  
last now being at the breast of its mother who is yet a g  
a Mr. Gordon, an American-German, formerly a neig  
Muskingum, State of Ohio, has had by two wives *tu*  
old, active and in hale health. These three worthy fami

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had born to them *seventy-two children* — a number, p  
world, and such as would make Buffon stare, when he  
Europe — "that animal life degenerates in America." M  
Charles, has a family of *fifteen children*. The last yea  
ten women had born to them *twenty children*, each ha

The banks of the Ohio seem peculiarly grateful to the  
stronger evidences could not be produced than the anecd  
effect can hardly be missed by any person descending th  
banks. Children are the first object that strikes the eye  
on leaving the not unfrequently ragged-looking premis



The following just observations were addressed to the State for the North American Department: —

"No part of America will need less encouragement for the manufacturers of Europe, and for supplying them etc., than the country of the Ohio, and for the following

1st. The lands are excellent, the climate is temperate. Tobacco abounds everywhere — hemp, hops and rye grow spontaneously and are plenty in the hills.

Salt springs are innumerable, and no soil is better adapted to the Ohio.

The river Ohio is navigable at all seasons of the year for a small boat rowed only by four or five men.

And from the month of February to April large ships may be sent up with hemp, iron, flax, silk, cotton, tobacco, pot-ash,

All the articles may be sent down the river Ohio to the mouth, and carried only sixty miles by land carriage in Pennsylvania, a small part of North America.

Whenever the farmers and merchants shall properly unite, they may build schooners, sloops, etc., on the Ohio suitable for carrying having cherry, black walnut, oak, etc., properly sawed

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rafts in the manner it is now being done by settlers near the mouth of Pennsylvania, and thereon stow their hemp, iron, tobacco, etc. The river Ohio seems kindly designed by nature as the best way to be supplied with flour, not only for their own consumption, but for the West Indies, with Jamaica and the Spanish settlements on the bay of

Mill stones in abundance can be found in the hills near the mouth, and an abundance of water power for grist mills, etc.

The passage is seldom made from Philadelphia to Pensacola, per ton freight (consisting of sixteen barrels), is usual.

Boats carrying 800 to 1,000 barrels of flour may go from Philadelphia to Pensacola, and for half the amount of freight

This is not mere speculation, for it is a fact that about 100,000 barrels of provisions at New Orleans, and the French settlements on the coast thither in one winter upwards of eight hundred thousand barrels of flour of the United States."

## Chapter XXXIV.

[From Carnegie's "Triumphant Democracy." &

"Nature has done much for America as regards facilities. She has given us one-third of all the fresh water in the world, and her great application of steam to vessels to render them magnificent. The navigation of these American lakes traverses a greater distance than

The rivers of America are also the largest in the world. The Mississippi, with an outflow of over 2,000,000 cubic feet of water, is called, in their picturesque language, Father of Waters. It is equal to the Rhine, the Danube, the Seine, or eighty Tibers. "The mighty Tiber chafing

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would he have described the Mississippi on the ramparts. The mighty volume of water and overflows the adjacent lowlands. The pretty little Ayr in flood has been extolled, where the Mississippi is 2,250 miles, while its navigable trunk is only 2,000 miles. The Father of Waters collects his substance from water-sheds covering

"The early history of navigation in America presents a series of failures. In other divisions of the history of American progress, the means were ludicrously small and crude, the greatest results have been achieved. The steamboat had not been built. For twenty or thirty years before the invention of the steamboat America had been working and planning to apply a principle which she was but lacking knowledge of one or two little essentials, though she was constantly getting nearer and nearer to success. John Fitch, the first representative of America in this great struggle.

"After each experimenter had contributed some new light to the subject, gathered, in 1807, the multiplicity of lights into one, and the help of all what each had tried in vain to achieve by his own efforts. The first commercially successful steamboat ever built. A boat called the *Clearwater* on the Hudson in 1807, and ran over a year as a passenger boat. The first steamboat of the Mississippi Valley was built by Fulton in 1811, with a stern wheel, and went from Pittsburgh to New Orleans in 1812. The next year Henry Bell, of Scotland, built the *Comet*, of Glasgow, which, in 1812, from Greenock, and in 1813 sailed around the coasts of the British Isles, crossed the Atlantic from America, visited Liverpool, and returned."

"The traffic floated upon these Western rivers will surpass that of any other inland waterway. A competent authority has stated that the total of its trade with the East, to Cairo, about 1,000 miles, exceeded in 1874

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\$800,000,000, or  $\text{\$}160,000,000$ , a sum greater than I can hear so much. It is upon the Ohio that the cheapest transportation of other bulky articles are transported at the rate of one-twentieth of a cent per mile. This is made possible by means of barges, pushed ahead by a steam tug. The current, of course, carries them, and they do but to guide while descending and to tow the empty barges. There were owned in the one city of Pittsburgh for use on the Ohio a tonnage of 1,700,000 tons. One hundred and sixty-three miles of navigable water-ways lie before these Pittsburghers, and are ready to be opened by easily constructed improvements. The Federal Government is steadily performing year after year, as we see to-day, a boat can start from Pittsburgh for a port 4,300 miles to Queens town and half way back, or as far away as the Isthmus of

## CHANGES AND FLUCTUATIONS IN RIVER BUSINESS.

There are several eras, somewhat vaguely divided from each other, in the Lower Mississippi.

1. The French and Spanish dominion, when the mouth of the river was controlled by France or Spain. It is only in the last few years that American settlers had poured over into the Ohio valley, and that whatever.
2. The period of flat-boats and barges, extending from the year 1816, when the steamboat was an acknowledged success, to the present current.
3. The early steamboat period, 1816 to 1840, when the river was the Mississippi Valley in the canals built westward from the mouth of the river.
4. From 1840 to 1860, when the river route came into competition with the railroads.
5. The war period of almost total suspension in river traffic.

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6. The *post-bellum* period of active rivalry between river and railroads.

These different eras are marked by changes in trade lines, in the vessels used in navigating the river; first, bark canoes, then flat-boats, keels, and finally steamboats.

## THE FRENCH AND SPANISH DOMINION.

Although the early French settlements were made altogether in the bayou-like Red River and Bayou Lafourche, and travel from the coast to the interior was of no importance whatever as a commercial factor, the colony was so large a proportion of the world, was actually not self-sufficient in its exports, and but for the assistance given by the original French government by the French government itself, the colony would have perished, noting no less than three serious famines.

The early mode of traveling on the river is described by ascended nearly as high as Natchez. The Frenchmen used of bark or hollowed from the trunks of trees, almost si

He left a fair record of the topography of the river at th days to note what changes have taken place in the chanr himself was a witness of the beginning of the Pointe C first trip there, the river was trickling around a point

At that day the Indians along the Lower Mississippi, were dying off as fast as they could — they are all extir commercially as it is possible to conceive. The Indians with each other; indeed on account of the overflowing Mississippi were few, the aborigines seeking the hig there some miles back of the river. M. Bienville went f notices that the eastern bank of the river near the Baton

The subsequent explorations of the Mississippi and th

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selection of New Orleans as a location for the future ca war and yawls. The early colonists adopted the Indian b when freighted, easily handled. When any difficulty v account of the current, or when it was found shorter to circuitous trip around it, these boats were hauled out c by the Indian or negro slaves until the river was reached

The settlement of Lower Louisiana, however, and the different character and greater carrying capacity than t Lower Louisiana — came into play to supply the need. of cypress or live-oak which has been cut out in the ce worked first on one side and then on the other. It is ast in use. Pirogues, indeed, exist to this day in Louisian purposes. The modern pirogue is small and holds at be erect, using his paddle with skill and agility, for it re overturn it. The commercial pirogue of early Louisian tons, and propelled by negro slaves, a mast and sail bei favorable. In one of these as many as 20 bales of cotton New Orleans, the light vessel being entirely paddled ba primitive character, and the first craft used on the Mi Indians, the pirogue survived in river commerce for o amount of the produce of Louisiana reached the marke

Besides these pirogues, the river craft in use in these e various nondescripts. The bateaux were generally in us voyages than the pirogues. They were of rough plank, something in the shape of a coffin. They were never v early death, although even as late as 1825 an occasional point in the wild Indian country west of the Mississip



The French settled the Mississippi Valley both at its head and tail. Bienville had made his exploration of the Mississippi, indeed dreamt of, they had made several settlements within the limits of Indiana.

#### FIRST SHIPMENT BY THE MISSISSIPPI.

The first shipment down the Mississippi was made in 1765. The country around the Wabash collected from the several nations of Indians deer and 5,000 bear skins and shipped them down the river. The cargo had a long and dangerous voyage to make. The voyage was without seeing a white man, through a country the population was small. The voyage was successfully made down the Ohio and Mississippi and opened into the river some 15 miles below Baton Rouge on the day of Jackson's day. Instead of going down the Mississippi to the Gulf no point at which the cargo could be loaded on ocean-going vessels. Bayou Manchac and the Iberville River (now the Amite) were used. Ponchartrain to the French settlements on Mississippi. The produce of the chase in Ohio and Indiana was sent down the river and arrived there safely and the transaction proved a profitable one.

The *voyageurs*, however, who had made the long trip from the West to Louisiana. From the forests in Central Ohio these hid their furs for 1,400 miles by river and lake and 4,500 by sea, it taking a long time to reach destination. This is the first reported commercial transaction of the kind to know that it was a successful one to all those interested in it for years, and which, indeed, was the largest item of commerce in the early history. By 1720, when the Illinois country, both in Indiana and Ohio, settled by the pioneers from French Canada, the shipment of furs to the Gulf was a regular trade.

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included some other articles besides those of the chase, such as iron, lead, and other articles, mainly for use on the Gulf coast, which were shipped during the first half century of the colony's existence. The furs were shipped to the West Indies.

The French Western Company, under Crozat, had been in possession of the Mississippi for twenty-five years, but this was so unprofitable that in fifteen years and sinking a large amount in the experiment, the company which then included the entire Mississippi Valley, became bankrupt. The value of the valley amounted at that time to \$62,000, of which 65 per cent was in the country. Under the French crown there was little improvement in the country while in French possession, the Government being content with the furs.

#### EXPORTS FROM THE MISSISSIPPI VALLEY.

In 1763, when Louisiana was transferred to Spain, the following exports followed: —

Deer skins  
Lumber  
Naval stores  
Rice, peas, and beans  
Tallow  
Smuggled trade  
Total

The deer-skins and tallow came from the upper country; the naval stores were produced in the Mississippi Sound; and the trade, at the time, is not within the limits of the Mississippi.

Under the Spanish rule Louisiana rapidly advanced commerce was beginning to be recognized, and the great powers were in intrigue for its possession. The population of the Lower Louisiana — advanced rapidly and the commerce doubled. The history of the Mississippi large shipments were made

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New Orleans and by the river route that the struggling commerce, with the connivance of the Spanish Government, the arms and goods of the Revolutionary war. The fur trade of New Orleans had increased to \$100,000 a year, nearly all of it the produce of the trap and the Mississippi Valley also that Cuba got much of its lumber and the sugar crop of the island was packed. By 1770 the commerce had increased to exports of \$631,000 a year — mainly furs, which had possessed no commerce worth speaking about, and consumed in the colony being obtained mainly from the West Indies being allowed to enter the river each year — begun to take an increasing part in the commerce of the Mississippi Valley. It had grown to be of some importance, were granted special privileges for the loyalty and courage shown by the Louisiana troops at Baton Rouge, Pensacola, and other important points, and in return for their courage and loyalty, New Orleans was allowed to send many ship-loads of goods to France instead of being carried to the West Indies.

This marks the opening of the Mississippi to the commerce of the world. There was no freedom whatever. Under Crozat, under the French, the trade was regulated and controlled by the government; the people could not do what they wanted, and no vessel of a foreign power, except the French, could enter the river for commercial purposes.

In the meanwhile a settlement was growing up on the banks of the river, the future of the entire Mississippi Valley. When the United States was declared, the legatee of Great Britain, the total white population of the Valley almost wholly of the French origin, and engaged more in commerce. The Revolutionary war opened a new immigration set in from the Alleghanies into the Valley of the Ohio. The story

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Tennessee, and Ohio has been told already in full. With the settlement in the basin of the Ohio, its population was seeking for an outlet by which they could be shipped to the United States had stationed an agent in New Orleans for the Continental forces and their shipment up the river to Philadelphia. In 1788 the settlers in Kentucky and Tennessee were shipping their produce to New Orleans for the purpose of handling this trade, which

### THE RIGHT OF DEPOSIT.

One of the first diplomatic acts of the young Republic was settled in the Mississippi Valley in the shipment of the produce of the basin of the Ohio or the Mississippi and dependent on the seaboard. No one at that time, save Washington and a few others, thought of the Alleghanies by canals or other means; and it was deemed a great region lying between the Blue Ridge and the Mississippi. The Suez Canal is to-day and the settlers on its upper tributaries without paying toll to the country of Spain, which had a monopoly with the Danube. Negotiations to this end were begun in 1795, and that power and the United States made the Mississippi free to the world. In 1800 they were given for three years the right of deposit for their produce. In 1803, years, Spain desired to fix another place of deposit it was

The result of this treaty opening the Mississippi to the world had the effect that might have been expected; and the river trade increased with rapidity, and reached what was deemed in those days a

It is interesting to note the traffic on it then, so as to show the increase in years.

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The exports of New Orleans at that time were estimated as follows on the matter, as:—

Cotton (200,000 pounds)
Furs
Boxes (for sugar, 200,000)
Sugar (40,000,000 pounds)
Indigo (100,000 pounds)
Tobacco (200,000 pounds)
Timber
Rice (2,000 barrels)
Western produce (flour, tobacco, etc.)
Total

The furs came from the upper country; so did some of the produce from the Spanish possessions in Louisiana; the rest from the American settlements on the Ohio river. The value of the exports was \$300,000 a year with the new population pouring into New Orleans had been agreed on as the depot for Western produce. In 1803 the United States had elapsed. The attention of the Spaniards

urged by the Kentuckians that if Spain desired to make it was done. It remained for the Spanish intendant, Morales, during the lapse of these three years the Americans lost all right to the Spanish possessions, and that the Lower Mississippi was a fatal decision for Spain, and if Senor Morales had seen his action aroused in Kentucky, Ohio, and Tennessee, that decision lost Louisiana to his government. The neutralization of the Mississippi was once the aim of American diplomacy, and the United States Government and the commercial necessities of the West were the chief subjects of discussion in Congress, and American intrigues were directed to prevent the Mississippi falling into the hands of a strong one like England or France, both of which

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this rich, fertile, and productive valley, whose wealth

As for the Western people, the Kentuckians and Tennesseans heard that their only outlet to market was closed to them by the Orleans to capture the city and drive the Spanish out of it. An account was taken of the men available for military service, and a preliminary organization begun, when the President sent a filibustering expedition, and assured the people that they would be poured into Congress demanding that it take some action on the Western Territories. The following, which is one of the ideas of the Western sentiment on this subject: —

**PETITION OF THE PEOPLE OF KENTUCKY**  
"The Mississippi is ours by the law of nature; it belongs to us, and we have bestowed upon these spots, which before our arrival were rivers swell it and flow with it into the Gulf of Mexico, the right to give to our waters, and we wish to use it for our vessels, and to ascend from ascending the river to our towns and villages. We wish to have no interruption to its mouth, to ascend it again, and to enjoy the privilege of navigating it at our pleasure. If our most entire liberty is to be our taking possession of the capital (of Louisiana,) and to show how to maintain ourselves there. If Congress refuses to adopt the measures which our safety requires, even if it be in connection with the other States. No protection, no alle

There is no doubt that this threat of secession was very alarming to the West. It must be remembered that the Federal Union with the Ohio were cut off from the Atlantic sea-coast by the Mississippi; that their sole dependence was the Mississippi, and that stream.

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The Government recognized the justice of these complaints of the State, in writing to the American minister at Madrid,



"The Mississippi River to them is everything — it is the navigable waters of the Atlantic States formed into

In the meanwhile this embargo had caused considerable create a famine. The lower river country, as to-day, remained mainly for export, and not enough provisions for the stoppage of the shipments from the Ohio, there was a New Orleans.

The discussion over the trade of the Mississippi found subject of debate.

Mr. Ross, of Pennsylvania, representing the Western

"*Resolved*, That we have an indisputable right to the convenient place of deposit for the produce of the country

"*Resolved*, That the President be authorized to take in service the militia of the Western States."

The difficulty was finally definitely settled by the act Louisiana; and in 1803 the people of the Western States only thrown open to them, but actually belonging to the

### SHIPMENTS FROM THE OHIO.

The increase that had taken place in the population of the well shown in the shipments from that region to New

These shipments were, for 1801, for the districts of Kentucky for all the American possessions \$2,111,672.

In 1802 the shipments from Kentucky alone were \$1,180,000; the Mississippi basin possessed by the United States — Mississippi and portions of Louisiana and Tennessee.

Adding what is known of the products of Louisiana,

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commerce of the Lower Mississippi Valley, that is the Orleans, either for consumption in the lower river country the present century as follows: —

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American territories:

Pennsylvania and territory northwest of Ohio \$1,000,000

Kentucky and Tennessee and Mississippi 1,000,000

Mississippi territory

Spanish possessions:

Upper Louisiana	D
Lower Louisiana	I,
Total	\$:

There are no records of the shipments up the river, but trade, except for the country immediately around New Orleans, the exports of the Spanish possessions, and included slaves in the colony. These were brought to New Orleans from the towns and planters by barges, pirogues and plantations on their way above Red River.

The shipments from New Orleans consisted of the following: average weight of 300 pounds each, a much smaller barrel of 1,000 pounds each; 800 casks of molasses of 125 gallons in shipping molasses; 4,000 casks of tafia or rum measuring 3,000 pounds of indigo, the cultivation of which had rapidly giving place to sugar; lumber and boxes to the value of \$120,000; rice and other miscellaneous products to

These were the products of Louisiana.

Among the chief articles of Western produce received at New Orleans were flour; 2,000 barrels of pork; 1,200 barrels of beef; corn. Besides, there were butter, hams, meal, lard, beef,

From Pennsylvania, and, indeed, from some portions of that era loaded his flat-boat with the products of the New Orleans. It was a trip of

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months of danger and exposure, for at least nine-tenths of the whites, and the Indians through all the river country with difficulty — generally during the high water — passed the route. In the Mississippi itself were snags and dangers, and when the produce was sold for, say, \$2,000 to \$3,000. In the earlier days the land route was seldom followed but later this trail was popular, and the flat-boatman returned northward through Nashville — a trail marked to this day. The flat-boatman generally went by sea to some of the American cities or to Europe, being the favorites, laid in a supply of calicoes and other goods. He returned in three or four months after his departure, just in time to plant another crop.

### VESSELS EMPLOYED IN RIVER TRADE.

The vessels employed in the river trade had changed considerably from the rude pirogues and bateaux of the early French settlers to the flat-boat and barge, and afterward to the keel-boats of the American era. The flat-boat, not one-tenth the size it attained half a century ago, was used from Louisville or Cincinnati to New Orleans in 60 days, and returned in three trips a year, selling not only their produce in New Orleans but also broken up for lumber. The cheapness of this means of

boats cost but \$20 — made it admirably adapted to the man, after selling out his cargo and boat in New Orleans home by way of Philadelphia, or, at a later day, tramp around his waist.

The first boats were built in the Mississippi Valley in long by 9 wide, were constructed for the Government f

The trade of the Lower Mississippi, as will be seen, v few light shipments

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up the river from New Orleans, but the bulk of the ma settlers on the Ohio were obtained, not through New C Atlantic.

To carry the produce brought from the Western States port during the year 1802, the last but one of Spanish I tons. These vessels, it is needless to say, were generally under 118 tons each, which would be looked on with co although the government of Louisiana, was in the har not only the Kentuckians, but the Louisiana creoles as the hands of the American merchant marine. Of the ve Spanish, and 3 French. The departures for the same year were American, 97 Spanish, and 1 French.

The next year, during which French and Spanish rule c greater improvement, the total tonnage entering New C being tilled with Western and Louisiana produce.

The down commerce of the Mississippi during the th European control over the mouth of the great river, wa

Year.	Freight received. <i>Tons.</i>	Value of
1801	38,325	\$3,649,32
1802	45,906	4,475,364
1803	49,660	4,720,01

In the latter part of 1803 an event occurred which was d commercial future of the Mississippi Valley, and witi

### THE PURCHASE OF LOUISIANA.

On Monday, December 20, 1803 Mr. Laussat, the Fre Louisiana to the American representatives; and the Un Mississippi Valley, of which it had formerly possess

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everywhere in America. At the last moment the European powers, Great Britain, France, Spain, Portugal, the Netherlands, Prussia, Russia, and the possession of the Mississippi. Napoleon expressed great regret that he had to surrender its possession to the United States one of the leading powers of the world.

In this country the sentiment which seemed strongest was so much as of the Mississippi, the control of its navigation was everything. With the millions of acres of public land in need, and indeed no desire for additional territory. Without the Mississippi. Without its possession the settlement and development had been slow until some outlet was found to the Atlantic seaboard.

President Jefferson himself took the Western view of the world. His prediction as to New Orleans as the port of call for the merchants of that city for years; and indeed it might be said that the writing to his newly appointed Governor of Louisiana

"New Orleans will be forever, as it is now, the mightiest city on the Mississippi, than a thousand rivers, unless prevented by some accident, will, in no distant time, leave the emporia of the East, Baltimore, New York and Philadelphia on the left, Memphis on the right, and the immense valley of the Mississippi in the rear, no such wealth and power ever existed."

If this prediction has not been fully realized in the eight years since it was attributed to that accident which Mr. Jefferson foresaw

The receipts of produce by the river showed less increase in the year of its dominion than was to be expected.

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1804	\$4,275,000
1805	4,371,545
1806	4,937,323
1807	5,370,555

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The arrivals of sea-going vessels during the latter year of 43,220. The keel-boats and barges arriving number 1,500, but this is probably a large number of the river ocean scows, pirogues, skiffs and floating houses.

### FLAT-BOATS AND KEEL-BOATS.

The Kentucky boat of that day, in which much of the produce was transported, was an ark, and the title was most appropriate, as in shape and size it resembled an ark. Large oars or paddles were used, not to control or propel the ark, but to keep it from drifting. The arks encountered many dangers and difficulties in their passage, and at least one-fourth of them were lost en route. Above the



the river was worst, and where snags were plentiful, the lower river, however, where it was free from obstruction. The large oars were used mainly to keep them clear of

For the transportation of freight up stream various kinds were said to have proved successful, and the tonnage up was by a system of rowing up the river and against the current. The keel-boats coasted along the shore so as to avoid the full force of the current. For every 3,000 pounds of freight, and the work was so tiring that from 14 to 30 miles a day was considered very good work. At a sharp bend, and in the crossing the current carried the boat down so that they were compelled to cross the Mississippi 390 miles from some of the tributaries of the Mississippi, however, for instance, the Ohio, a considerable traffic was carried. The tonnage of thirty tons each trafficking between Pittsburg

The keel-boat was of a long, slender and elegant form, and its advantage lay in its

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small draught of water and in the lightness of its construction. It was set by setting poles, the cordelle; and when the water was high it was used for "bushwhacking," or pulling up stream by the bushes.

The scow was used as a boat of descent for families traveling. It had a roof or a covering for it. These boats were frequently called Alleghany or Mackinaw skiff was a covered skiff carried on the Illinois trade and the upper Mississippi and Missouri. It was made of a very large tree or made from the trunks of two trees united together from 1 to 5 tons. There were common skiffs, canoes and keel-boats on the rivers, and a select company of a few travelers of ten dollars a day. There were a number of anomalous water craft that can scarcely be described. For passage or descent, such as flat-boats worked by a wheel on the New Orleans market. There were horse-boats of various kinds. The keel-boats, but sometimes as boats of ascent. Two keel-boats were used. The center held the horses, which by a circular movement propelled the boat frequently ascended the river by boats propelled by treadmills. The keel-boats up-stream by wheel, after steamboat construction, pro-

But the boats of passage and conveyance most in fashion were called, in the vernacular, Kentucky flats or broad-bottoms. The roof slightly curved to shed the rain, about 15 feet wide at the top. The bottom were massive beams, and they were intended to carry a load of barrels. Great numbers of horses, hogs and cattle were carried on them. In description, for the descent of families to the lower country, they were apartments, and in them ladies, servants, cattle, horses and provisions. The same bottom and under the same roof, were carried down the river. The best boats of these days, resembled a modern canal boat with a cabin which covered the cabin, and a stand for

the patron or captain at the tiller-head. There were two schooner sail rigging. When the barge traveled up river who propelled it against the current, by the use of warps day, using canvas when the wind was fair. The 1,200 Ohio were made in 100 days, and when a barge made it. The price of up-freight was 6 and afterwards 5 cents at these figures. These barges were owned at the Ohio River Marietta, Maysville, Cincinnati and Louisville. At M floated down the river to the Gulf of Mexico.

The flat-boat men were generally Kentuckians or Tennessee Creoles the type of an American, so that "Kaintuck" (American among the native population. They were a sturdy indomitable energy and courage, somewhat wild, and

In those days just above the corporation limits of the town formed, and where the wholesale trade of the city is performed boats from the West moored and unloaded or retailed immediately abreast of the town, between the upper line at what is the sugar and ship landings of to-day, lay the of from 100 to 200 tons each.

#### THE TRADE OF THE MISSISSIPPI.

The Western people who shipped their produce down the river make against the tolls and charges at that city, and fought from the possession of the Mississippi which they had

The matter found its way into Congress, where Mr. E. Means, inquired into the expediency of prohibiting by New Orleans from exacting any tax or duty on vessels, boats having on board articles the growth or manufacture of

United States, or such articles of foreign growth or manufacture the United States." The resolution was carried and the these tolls. A couple of years afterward the Legislature had some control of the Mississippi because it lay with monopoly of the steam transportation of the river to a ruling of the Supreme Court.

The Western produce trade had grown each year to be a Orleans.

Between October 5, 1810, and May 5, 1811, there passed New Orleans, 847 vessels of one kind and another, mainly for season is calculated at 1,200, with the following cargo

Articles .	
Flour	barrels ,
Bacon	pounds ,
Whisky	barrels ,
Cider	do
Pork	do
Apples	do
Oats	do
Corn	bushels ,
Merchandise	
Cheese	boxes ,
Beans	barrels ,
Lumber	feet ,
Live hogs	number
Cider, royal	barrels
Butter	pounds
Lard	do
Onions	barrels ,
Potatoes	do
Hemp	cwt.
Dried fruit	barrels
Yarn and cordage	pounds
Fowls	number
Shoe thread	pounds
Country linen	do
Horses	
Beer	barrels ,
Tobacco	hog s heads ,

These statistics, which were taken by the pilots engaged three-fifths of the vessels passing that point of danger over the falls during extreme high water without a pilot made afterwards when statistics of the river trade were figures kept no

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record of the number of fowls, horses, etc., sent down

The list of articles now sent to market gives some idea place on the Lower Mississippi with the advent of Am

## Chapter XXXV. The Steamboat.

The result of the transfer of Louisiana to the United S the Mississippi Valley, as well as its trade; it was dest great invention of American genius, the use of steam tried this with success on the Hudson, and aimed to ex Mississippi. Great doubts were expressed as to the pos velocity of the current, the many eddies and whirlpools An agent, Nicholas Roosevelt, was according ly sent a

between Pittsburgh and New Orleans, to find whether as were likely to prevent the passage of a small steamer trip. The Orleans, or New Orleans, which was under completed and made ready for the trip in the latter part of the year, her architecture was preserved. She was built after the model of the long bowsprit, and was painted sky-blue. Her cabin was

The steamboatmen of the Mississippi still delight to call her the "Father of Waters." The New Orleans was built at New Orleans, 1811, 100 feet long and 20 feet beam, with a 34-inch cylinder, and was launched in September, with Roosevelt as superintendent, Mrs. Roosevelt as passenger on her journey for a woman — the captain, engineer, pilot, and crew. She made the boat *bon voyage*, and when it reached Cincinnati there were no regular wharf-boats or regular landings there. The New Orleans reached Louisville, October 1, where she was detained at Ohio Falls, as the water was too low. She accordingly

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returned to Cincinnati, thereby proving that she could navigate the river having risen, the New Orleans safely crossed the river at the time of the New Madrid earthquake, and arrived at Natchez with freight and passengers — she had been built for the Natchez trade. The New Orleans on the day before Christmas, 1811. The Natchez trade, and until she was sunk by striking a snag in the river at Natchez, making a great deal of money for her owners. Her net — not bad on an investment of \$38,000. Natchez at that time was the center for the overland trade from the North and East.

In Kramer's Almanac in 1813 is given a letter describing the Natchez, which it is said: —

"The present boat does business to real advantage, and she performs a regular route from Natchez to New Orleans. Her passage descending is \$18, and ascending \$25. I descend in 12 hours."

The first experiment with steam in the navigation of the river was an excitement, but it did not give complete satisfaction. It was not yet a failure. The growing commerce of the river, the barge trade, and the merchants and mechanics of the valley, with a spirit of enterprise, did not hesitate to continue to experiment with steam navigation, the Mississippi and its tributaries. In that time nine expensive steamboats were built, and on that which preceded it, defects and improvements by which steam navigation was not regarded as an assured success until the first trip from New Orleans to Louisville in twenty-five days was made in the current successfully, and this trouble the indomitable mechanics finally accomplished. With 1817, therefore, steam navigation on the Mississippi.

The difficulty of vessels stemming the current of the



induced those who were interested in steam navigation. Livingston had originally designed, the river being divided into three sections, one from Pittsburgh to Cincinnati, another from Cincinnati to Smithland, a fourth from Smithland to Natchez, and passengers and freight to be transferred at each point. The unloading was never carried out, for before it had been accomplished the problem was solved. The *Washington*, to which this solution was applied, was on the Mississippi River. She was a high-pressure steamer, built at Wheeling, in 1816. She left there July 5 and arrived in Louisville on her return trip to Louisville that she demonstrated very clearly the power of steam. The trip of the *Washington* to Louisville was as follows: following is her record: Left New Orleans, March 24; reached Arkansas River, April 5; reached Chickasaw Bluff (Natchez) April 10; reached mouth of Ohio River, April 11; reached Fa-

The trip of the *Washington* established another point — that the Mississippi was the heritage of the people of Louisiana. A company had been formed, at the head of which were F. A. and J. M. Smith, who had experimented with steam on the Ohio and Mississippi. The Louisiana legislature an act giving them the exclusive right of navigation on the river for fourteen years, with the privilege of renewing it. Any vessel violating this monopoly was subject to a fine of \$500. The *Washington* left New Orleans, and had arranged for a system of transfers at Natchez. The *Washington* was in defiance of this law, and that steamboat was seized at Crescent City." The United States court swept away the monopoly of the whole people, that the State of Louisiana had no right to any company or monopoly. This decision naturally gave

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and the next few years saw all the Ohio towns turning

At the end of 1813, there were, according to Kramer's *Annals*, three building about Pittsburgh to complete the line between the river and the sea. The *Monongahela* was the first boat to carry wheat and corn on the Monongahela. The *Comet*, carrying reinforcements and munitions to Jackson's army, was built in 1814, three years after her construction, the New Orleans. The *Comet* was built at Pittsburgh, and in the morning, it was found

Following the *Comet* came the *Vesuvius* built at Pittsburgh. She was of 480 tons burden, and made the trip to Louisville, 76 miles, from Natchez in one hundred and twenty five hours, and from Louisville to Natchez in two hundred and twenty-five hours, making the whole distance in two hundred and twenty-five hours, when the circumstances are considered. The *Vesuvius* was built at Pittsburgh.

In 1814 the fourth steamboat on the Mississippi, the *Enterprise*, was built at New Orleans the latter part of December, just in time to be used. The *Enterprise* was the first boat to reach Cincinnati from New Orleans in twenty-eight days. She was a small vessel of only 35 tons.

that the price of passage on this boat from New Orleans to Pittsburgh, \$30.

### RIVER TRAFFIC.

The river traffic of 1814 shows that the steamboats had not yet begun. Transportation by steamboat was still an experiment. The

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	Number.
Flatboats	598
Barges	324
Steamboats	21

These steamboats were three in number, the New Orleans tonnage of New Orleans was but little over 2 percent of

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The sea-going vessels, leaving New Orleans that year 188; brigs, 95; schooners, 52.

The principal products received from the interior were

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Articles	
Cotton	bales
Corn	bus hels
Flour	barrels
Sugar	hog s heads
Molasses	gallons
Pork	barrels
Rice	do
Tafia	gallons
Tobacco	hog s heads
Whisky	barrels

In 1815 still another steamer, the Buffalo, was built at New Orleans, proposed to run to the Falls of the Ohio, where she could be taken from New Orleans.

A curious fact, in regard to the river and its tributaries, is estimated as of so much greater extent than to-day. No doubt the Government has been at work improving many of them since the year 1816 was much greater then, than now. In a boat on a tributary to the Mississippi, entirely within the area covered by what it is to-day. Indiana is put down for 2,487 miles, Ohio 2,487, and Mississippi 2,902, a total of these five States are estimated to-day, as possessing only 7,650 miles. It was then regarded as navigable because, during certain seasons of high water, to the main river, the produce being thus carried to market.

The return trade, that is a supply of the articles of Europe to the East from New York, Philadelphia, and Baltimore over

steam as a motive power for river boats cause much ch  
 river when a better means of stemming the current was  
 cheap and heavy products. The Southern States received  
 flour, etc.; the Western

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towns, like Cincinnati and Saint Louis, coffee, sugar  
 manufactured articles was mainly with the East. Than  
 Orleans in this direction, although much less than it  
 showed great increase, and one singular fact is observ  
 the origin of a people will have upon their commerce.  
 established themselves in New Orleans just before the  
 merchants, particularly the importers, were Creole or  
 France rather than from England. As a result, the Kent  
 were supplied from New Orleans, mainly, with French  
 whereas the bulk of the people on the Atlantic wore alm  
 early French influence made itself felt throug hout the I  
 the outbreak of the war, and in many portions of the ri  
 English goods.

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### Chapter XXXVI. Immigration in

IT was just about the time of the discovery of steam a  
 immigration started from the Atlantic coast to the riv  
 population of the valley from the date of the purchase c  
 movement received a new impetus — probably due to th  
 Ohio and into all the region tributary to it and to the M  
 portions. The immigrant guide-books of those days -  
 route preferable, as being cheaper, more rapid, and mo  
 where there were few, if any roads. The river bottoms  
 then regarded as very unhealthy and dangerous sections  
 his trip until in the fall, after the frosts had killed the  
 being very unpleasant during the summer season, with  
 immigrants were also warned against drinking river v  
 and pine rafts, the latter being deemed the better plan, t  
 year, and in the short space of a decade the population c

#### RECEIPTS OF PRODUCE.

The receipts of New Orleans during the first year of s  
 value to \$8,062,540. The character of produce received  
 subsequent years by showing the lines of goods in whi

#### Articles.

Apples	barrel
Beef	do
Beans	do
Bagging	pieces
Bacon and hams	cwts

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## Articles .

Cheese	cwts
Cider	barrels
Cordage	cwts
Cordage baling	coils
Corn	bus hls
Corn-meal	barrels
Cotton	bales
Flaxseed oil	barrels
Flour	do
Ginseng	do
Hair	bundles
Hemp-yarn	reels
Hides	number
Horses	number
Hogs	do
Lead	cwts
White lead	barrels
Linens, coarse	pieces
Lard	barrels
Oats	bus hls
Paper	reams
Peltries	packages
Pork	barrels
Potatoes	do
Powder	do
Saltpeter	cwts
Soap	boxes
Tallow	cwts
Tobacco	hhds
Manufactured	barrels
Tobacco	carrots
Whisky	gallons
Bear-skins	number

Besides horned cattle, indigo, muskets, grindstones,

This is independent of the produce raised in Louisiana sugar, tafia or rum, and lumber. These were brought taken from the plantation direct in foreign-bound vessels molasses, which thus never went through New Orleans the commercial reports of the time, although sea-going cargoes. They were, of course, of small size, of but little themselves.

The value of receipts shows to what extent the produce Cotton, which in later days rose to be 60 and even 75 pe



12 per cent. At least 80 percent of the articles came from Mississippi, above the Ohio. They represented

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the surplus products of the Mississippi Valley, for but the produce shipped from the West to New Orleans was from disasters, snags, etc., at 20 per cent. Many boats down to sell supplies to the planters. Thus, at Natchez Kentucky boats.

From these losses and sales the shipments down the river may be estimated at \$13,875,000.

The river traffic required 6 steamboats, 594 barges, and

The effect of the use of steamboats in the river trade was of produce. The value of the receipts at New Orleans since years: —

### VALUE OF PRODUCE RECEIVED AT NEW ORLEANS

Years.	Amount.
1815-16	\$9,749,253
1816-17	8,773,379
1817-18	13,501,036
1818-19	10,771,711
1819-20	12,637,079
1820-21	11,967,067

From 1802 the down commerce of the lower river had grown. The trade up the river during the same period had been

The year succeeding the introduction of steamboats, the receipts of produce, as follows: —

Articles.	
Cotton	bales
Sugar	hogs heads
Molasses	gallons
Tobacco	hogs heads
Do	carrots
Flour	barrels
Rice	do
Beans	do
Beef	do
Pork	do
Bacon	pounds
Bagging	pieces
Whisky	gallons
Gin	do
Tafia (rum)	gallons

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## Articles.

Cider	barrels
Apples	do
Potatoes	do
Lard	pounds
Soap	boxes
Candles	do
Castings	kettles, etc.
Lead	cwts
Bark	cords
Tar	barrels
Pitch	do
Hogs	number

The receipts for the following year show an improvement in the class of articles received, or at least noticed, for in these altogether overlooked: —

## Articles

Beans  
 Cotton  
 Sugar  
 Bacon  
 Pork  
 Do  
 Bark  
 Beef  
 Beer  
 Butter  
 Candles  
 Cider  
 Corn  
 Cordage  
 Flour  
 Gin  
 Ginseng  
 Hay  
 Hides  
 Hogs  
 Lard  
 Lard  
 Molasses  
 Oil  
 Onions  
 Paper  
 Peltries  
 Pitch  
 Rice

Skins, bear's  
Soap  
Starch  
Tafia  
Tallow  
Tar  
Tobacco  
Do  
Tobacco, manufactured  
Wax, bee's  
Wheat  
Whisky

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This includes, it will be seen, the produce of Louisiana. Louisiana products amount in value to 28 per cent of the total. The rest come from what is known as the West. In the last few years, in value of the receipts at New Orleans had come to \$10,000,000. The city is increasing in population, and New Orleans was secured as a Western as a Southern city.

The commerce of the upper States was monopolized by the United States a large proportion of the country. The first American merchants had come from New Orleans and the Mississippi Valley were in consequence of the Quaker City."

### STEAMBOAT BUILDING.

From the day that the problem of successful steam navigation up stream, was solved by the Washington, steamers were added each year to the river fleet.

The steamer Ramapo was built in New York in 1820. She had a low-pressure engine, and was the first boat to run between the Manhattan, of 426 tons, was built also in New York several years between New Orleans and Louisville. The Philadelphia, and was the first regular packet to Bayou was built at Amesbury, Mass., to run between New Orleans and New Albany. She was floated to this city from England. She was the wonder of her day, and was called an investment, owing to her complicated machinery. The Freeport, Pa. She was considered remarkable in her day. The Henry Clay, built at Newport, Ky., and the making Louisville in sixteen days. The Mississippi, Capt. H. S. Buckner was her

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commander. Finding her too heavy and unwieldy for the river and ran her to points on the Mississippi.

Besides the above boats mentioned there was built the Fanny, Andrew Jackson, Fanny, Caledonia, Fidelity, Mars, Natchez, Robert Fulton, Balize, Spartan, Magnet, Ste Fayette, Rob Roy, Paul Chase, Robert Emmet, Belvic Bolivar, Congress, General Wayne, [Tecumseh](#), Paul Hercules, Commerce, Aerial, Liberator, Planter, Hel Columbia, Huntress, General Coffee, Virginia, Ont Hamilton, Dolphin, Patriot, Emerald. The Fanny was built at New York. Capt. H. S. Buckner bought and r days. The Hercules and Post Boy were tow boats betwe

The three packet-boats were the Paul Jones, Tecumseh boats, and their time to Louisville was twelve days.

In 1821 there arrived at New Orleans —

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287 steamboats of a tonnage of  
And flat-boats, barges, etc., of a tonnage of

This made the total river tonnage 106,870. The barges tonnage, and the steamboats were in a lead that they ha

Within a decade the steamboat had firmly established success.

The *Louisiana Advertiser* speaks as follows on the sul

"It is now nine years since the first steamboat was evol period up to the present time eighty-nine different stea boat was lost in 1814, and up to the present time there h sinking, destroyed by fire, decayed or condemned, for leaving a balance, say, of 14,000 tons. This 14,000 t do more in a given time than 50,000 tons could have c vessels employed ten years ago with 20,000

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hands. The rapid increase of steamboats had very soon although the owners suffer severely from this cause in vessels, yet the country at large has been greatly benefi number in existence can be more beneficially employed.

The amount of products that descended the Ohio durin

Of the goods that went down the Lower Mississippi, Indeed, up to this time the settlements in the West and basin, and comparatively few persons had yet establish Mississippi, or on the Missouri, Arkansas, White,

It cannot, however, be said that they were a success or



river. There was a decided disposition in the early days habit of the sea, and to pretend that the Mississippi was having been accustomed when at sea to issue their orders, them heard in the roar of the waves and the storm, still waters of the Mississippi, and shouted stentoriously to distant, with all the worst nautical oaths and expressions. The simple process of giving orders by means of bells was

The boats were small compared to those which now do there does not seem to have been a very great increase in reliable authority that as late as 1846 the smallest boats more than 500 tons. The largest boats now are from 2, in the size of boats was slow, great pains were taken to on the river was then very large and profitable, and it brought traveling public. The saloons were elegantly furnished which the season and the market afforded.

The accommodations and comforts of the boats of a quality and spoken of

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in glowing terms. They were no doubt very superior for of the boats of the present day. The wants of the traveling tastes more luxurious.

It is somewhat strange to hear the papers talk of the great steamboats, when we learn the rates from points above years previous they had ranged from 4 to 6 cents. Passage was \$100 when money was worth twice what it is to-day. A passenger could make it less by helping to wood the boat.

The flat-boats on the river increased in size with the settlement of New Orleans, the others being lost en route or selling in Indiana of 1820-26 were 50 feet long, 16 feet wide, and cost from \$15 to \$30. In 1832-33 the size of these boats began to increase, carrying 102 tons, cost \$170 to build. They finally reached 300 tons of produce. Flat-boats, when run to New Orleans, the gunwales being cut up, and the streets and sidewalks. In 1855 and 1860 the boats began to be towed back from all and coal barges. The empty boats sold in New Orleans for \$30 up to \$200 in 1861, when the war stopped flat-boating from Aurora to New Orleans was \$10 to \$30 per trip, the price. This was the price from the commencement of boating.

In the early days of boating, boatmen received gold and silver, and United States paper, and in bringing home they put their money in a barrel, and one stood watch over it on the steamboat, as nearly all boatmen traveled "on deck."

Nearly half the cotton, all the tobacco and most of the

Mississippi furnished most of the furs and skins, the molasses, etc.

Of these products, the majority came from the Ohio

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then the most thickly settled part of the Mississippi Valley following would be about the proportion of the traffic of the great valley: —

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Ohio basin  
Upper Mississippi  
Lower Mississippi

These dry statistics tell the story of the settlement of the valley, the development and advance and the commercial changes that followed. The venison hams, the bear oil, peltries and furs, which for a long time soon disappear to give place to agricultural and afterwards to the French dominion the most important exports of the valley were rough lumber for the manufacture of sugar boxes for the West Indies, articles like pork, flour and others that required some preparation. The articles exported were few, being of the simplest character.

### PRINCIPAL SHIPPING TOWNS.

At this date the most important lines of trade — those of the Mississippi, Nashville, Bayou La Fourche, Natchez and Louisville, and Vicksburg, being the center of a populous district, and the hub of the steamboats. Nashville, as the center of the rich tobacco district, had more steamboats to New Orleans than any town in that section. Louisville, an important point, very few steamers ascending higher on the river. From Louisville she generally continued up to Pittsburgh.

The Saint Louis and Upper Mississippi River trade was for a long time in the hands of a few persons having penetrated into that region. On the Ohio, but when the water rose flat-boats poured out by the hundreds, and the tobacco of Tennessee.

On the Mississippi the other most important shipping point was Baton Rouge. Vessels ran up the Ouachita, but no highland traffic by the raft.

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The flat-boats came from all the upper country. The great Ohio, a tributary. The Cumberland and Tennessee sent out hundreds of flat-boats proper with apples, corn, flour, coal, etc. A majority of the flat-boats of the States, but this soon changed, and Indiana and Ohio were the principal sources of the districts immediately around New Orleans, was the result. They waited for a rise in the river and came down with the high

thirds of the flats arrived in New Orleans, as many as made, and were broken up and sold for lumber in the city. The up-freight of the river was much smaller than that of it; hence the keel-boats were superfluous and were now few still ran in the rivers of Arkansas and some of the boats were disappearing. The bateaux were altogether gone, save in the Indian country, and but few of these arrived at New Orleans. The market-boats were of the flat-boat order, doing a great deal of trading, selling the planters and farmers Western produce and carrying the products of the country.

The sugar, rice, etc., of the country immediately around New Orleans were carried by pirogues, skiffs or boats made from solid logs. Each planter could send his crop to market in it — a few hogsheads of cotton, these arrivals at New Orleans, and hence the earlier receipts of beef and other produce of the Upper Mississippi Valley, and the receipts of Louisiana sugar, molasses or rice. A striking feature was the large number of sailing vessels, sloops, schooners, etc. Nearly all the produce of the country below New Orleans was carried by sailing vessels ran even as high as Natchez, bringing

In 1825, nine years after the success of the steamboat, a large portion of the produce of the lower Mississippi Valley

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in it. In 1826 57 per cent, of the freight was carried to New Orleans by steamboat, 43 per cent, by other means.

The following arrivals during the season 1825-26 (the season runs throughout the South October 1; it has since been characterized by the same) of crafts employed upon the river: —

### ARRIVALS IN 1825-26.

Class.	
Steamboats	
Flat-boats	
Keel-boats	
Schooners and sloops	
Pirogues	
Market-boats	
Bateaux	
Total	

While the steamboats had greatly increased in number they had not yet driven out the flat-boat. Quite the contrary. On the other hand, there was a material falling off in the number of flat-boats. They were cheap, offered a cheap means of carrying bulky freight, and were used for a great deal of produce from the smaller streams where it was not worth the care to take the risk of snags and sawyers.

The average tonnage of the river vessels in 1831 was 24 New Orleans, 437. The steamboats, however, were counted as the sea-going vessels increased more slowly, so that in 1831 a ship could carry away from New Orleans just the cargo.

### LOSSES ON THE RIVER.

From the very start the steamboats had met with many accidents, the first, constructed at Brownsville in 1815, ran aground on a sandbar, a disaster by which ten or twelve lives were lost.

Even more disastrous were the snags with which both the river and the appeal was made to

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Congress in 1820 to remove them, but it declined to take any action.

From 1822 to 1827 the loss in the Ohio and Mississippi flat-boats and their cargoes, amounted to \$1,362,500. In 1828, when the snag-boats were removed, these losses were greatly reduced, and in the consequence of the successful working of the snag-boats.

From 1833 to 1838 the Secretary of the Treasury reported on the losses on the Mississippi, and damage inflicted amounting to fully \$1,000,000 in figures.

In 1839 the total loss of boats in the river was 40, of which 10 were destroyed by obstructions, the total loss amounting to \$448,000.

The first steps taken by the Government to improve the river were taken by Captain Shreve, a prominent steamboat man, who had suffered a heavy loss of vessels. The system pursued in their repairs was to make the steamboat, the bows of which were protected with heavy iron, was put on and the snags run down.

Captain Shreve did good work with this improvement, but a very unfortunate improvement that has given trouble ever since. At the time that it would be well to straighten out the river, he cut off one of the great bends just above the mouth of Red River. This was known as Shreve's cut-off. Five days after work was begun at both entrances of the bend, leaving only 3 feet on one side. The bars were brought to work, but the bars have proved trouble.

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### RIVER TRADE OF NEW ORLEANS, 1813-1841.

Year ending September 30.	Arrivals of steam boats.
1818-14	21
1814-15	40
1815-16	—



1816-17	—
1817-18	—
1818-19	191
1819-20	198
1820-21	202
1821-22	287
1822-23	392
1823-24	436
1824-25	502
1825-26	608
1826-27	715
1827-28	698
1828-29	756
1829-30	989
1830-31	778
1831-32	813
1832-33	1,280
1833-34	1,081
1834-35	1,005
1835-36	1,272
1836-37	1,372
1837-38	1,549
1838-39	1,551
1839-40	1,573
1840-41	1,958

During all this period, and despite all these difficulties, the amount of river business on the Lower Mississippi continued to increase, and river traffic is well shown in this table.

In regard to the steamboats, it should be remembered that they do not fully express the increase in tonnage, because the boats were increasing in size each year, and thus while they were only doubling in number, they were more than trebled in their carrying capacity.

In regard to the flat-boats and other craft, there is no special report for this period. It should

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It should be said, however, that while the steamboats supplanted the flat-boats and entirely drove them off the river for fifteen or twenty years, the Western cities were building steamboats, the flat-boats were still found serviceable in carrying hay, coal, etc., and in reaching the headwaters of the river and its tributaries. On some of the smaller rivers the products afforded at best one or two cargoes a year, and these were carried cheaply in flat-boats than in steamers. The steamers had not yet begun their business transacted and the freight handled, and from the number of flats, however, arriving at New Orleans kept increasing. As late as 1840 nearly a fifth of the freight handled in the river was on flat-boats. The early flat-boats had depended altogether on the system of towing which was tried in 1829, and a small steam

successfully used in towing keel-boats up and down stream with much favor, the flat-boat men having a superstition favorable to them, and it was reserved for a later generation to tow freight up and down stream.

In but little more than a quarter of a century the steamboat traffic of the Mississippi, and developed an interior commerce of this period that the river country fared its best. Between the population, wealth, and trade, and New Orleans, the port city in America. The commerce of the river — and all the commerce except an infinitesimal amount that came through Lake

### STEAMBOAT DISASTERS.

From the very first day that steamboats had begun to navigate the river accidents during their

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first forty years. The following total of losses are counted

### GREAT TOTALITY AND LOSS OF LIFE.

1810 to 1820

1820 to 1830

1830 to 1840

1840 to 1850

Boats, the dates of whose loss is unknown

Total in forty years

Tonnage

Cost

Killed at accidents

Wounded

Killed and wounded

Of the accidents, 166 boats were destroyed by fire, 200

In 1840 the number of boats snagged was 21, valued at \$464,000; in 1842, 68. In one month of that year at the mouth of the Ohio, a distance of only 175 miles, the loss of the succeeding 72 boats were lost, valued at \$1,200,000. In 1843, by snags, sunken rocks, or logs; damage, \$697,500; lives lost. In accidents the cost of running a vessel on the river was \$11 per report to the Memphis convention, in 1845, Mr. Calhoun estimated the water ways at 11 per cent, of the entire number, the average for six years between 1840 and 1846 no less than 225 steamboats were lost, an average of 56 per year. The record of 1846 is bad enough

Steamboats lost, 1846

Snagged

Sunk

Burst boilers

Collision  
 Destroyed by fire  
 Shipwreck  
 Cut down by ice

The following gives the actual losses in life of two av

Years.	Number of accidents.	Number of k
1853	31	319
1854	48	587

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The most active year in steamboat business and the one immediately preceding the war.

The following is the record for 1860:

Number steamboats destroyed and damaged  
 Number canal-boats and barges  
 Coal and flat-boats  
 Steamboats totally destroyed

Causes of Disasters: —

Sunk  
 Burned  
 Exploded  
 Collisions  
 Snagged and damaged

### RAPID GROWTH OF NEW ORLEANS.

While the Mississippi Valley was listening at the Me come, and river men were calculating on the immense was confident of the future. Few of its people anticipated not only in American papers but in the *British Quarterly* account of the Mississippi, the most important comm

That eminent statistical and economical authority, *De* has ever advanced as a mart of commerce with such gi

It was no idle boast. Between 1830 and 1840 no city of t census was taken it was fourth in population, exceeded and third in point of commerce of the ports of the wor York, being indeed, but a short distance behind the lat products. Unfortunately, its imports were out of all pr hardware, and other heavy articles like this up the river the other Atlantic cities for nearly all the finer class of

Later on, when the West began to go into manufactur

important manufacturing centers, New Orleans important plantations. Of these shipments upstream over 75 per cent previously been sent downstream. Cincinnati sent its

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lard, candles, pork, etc., to New Orleans to be carried to New Orleans. From these latter towns were shipped so many goods to New Orleans to be thence sent by the Cincinnati boats to the West. Between the Western cities and Southern plantations, via New Orleans.

### SHIPMENTS OF COTTON TO OTHER POINTS

The upper Mississippi had from 1850 become the center of the cotton trade, which had formerly depended on the Ohio River. It largely got them from Saint Louis. About 1850 the trade was largely to Cincinnati. In 1859, 32 steamboats of 48,726 tons were engaged in the trade for the Cincinnati trade.

Next in importance to New Orleans among the lower river ports was Memphis, which increased its traffic, as follows: —

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1851	\$ 4,978,000
1853	6,377,000
1854	8,266,500
1857	11,938,959

The boats landing at Memphis the latter year were: Steamboats 901,214. The shipments were nearly entirely to New Orleans for cotton, of which 204,281 went south to New Orleans, and 100,000 to the River. The other shipments were wheat, flour, tobacco, etc.

Vicksburg had passed Natchez, the levying and settling of the cotton which the cotton floated down the Tallahatchie, Coldwater, and other river flats was transferred to steamers. The construction of the river port for the shipment of the cotton of central Mississippi.

Natchez continued an important social center and the seat of the southwestern Mississippi.

Bayou Sara, as the most western point of sugar production, what is known as the upper coast packets, and has continued to be important.

Baton Rouge was important as the State capital of Louisiana. Below Baton Rouge

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the steamboats loaded directly from the plantations; the importance. During all this period the Mississippi River



and in appearance. Discarding the idea of making the vessel had developed, especially to the needs of the Mississippi passenger and freight traffic, of light draught and great speed had been made from time to time in the machinery employed until finally a standard was reached that has been changed

The first boat with a saloon and state-rooms was applied to. These cabins were steadily improved until they became standard on the Atlantic. The passenger business of the steamboats was growing rapidly in the Mississippi Valley, and it was one of the

In size there had been a steady advance. In 1839 but 9 steamboats were built between 400 and 500. The average tonnage of a steamboat built a cost of \$1,450,000 and of a tonnage of 51,660, 887 tons, another of 750. They were built almost wholly in the West —

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Pittsburgh  
Cincinnati  
Louisville, New Albany, and Jeffersonville  
Wheeling

The others were at Brownsville, Marietta, Portsmouth

#### RIVALRY BETWEEN WESTERN CITIES.

Although not relatively the most prosperous period in the history of the West, 1860, is in the view of most steamboatmen, the flush of the era. The volume had increased fivefold, and the steamboats had become more ornate. If the railroads and canals had carried off the business, the cities still kept up a large traffic, and New Orleans, Cincinnati, and other as to who should stand at the head of the list.

While the two latter sometimes passed New Orleans in

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#### GREAT ACTIVITY AMONG STEAMBOATS.

The number of arrivals of steam vessels, in the tons of freight carried, never distanced until war closed it to commerce. It had been the case at Pittsburgh, Cincinnati, Louisville, and St. Louis, at the mouth of the Tennessee, Cumberland, Arkansas, Red, Yazoo and

In the period 1840-1850 the steamers running between New Orleans and the West were the William French, Diana, Ed. Shippen, and others. Later came the Peytona, Atlanta, Niagara, R. J. Ward, Eclipse, and

Between New Orleans and the Tennessee River were the Choctaw, Eastport, and others which brought out 180,000 hogsheads of tobacco that afterwards found the way by

On the Cumberland were the steamers Old Hickory, F

running to Nashville and bringing to New Orleans each hogsheds of tobacco.

The Yorktown, Monarch, Duke of Orleans, and ten or more and Cincinnati.

The lines to St. Louis included the George Collier, Aurora, Meteor, Maria Denning, Imperial, E. J. Gay, Charles

The Memphis trade between 1848 and 1861 included the R. W. Hill, Ingomar, Prince of Wales, Ben Franklin, Gulf 325,000 bales of cotton.

The Ouachita river trade between 1850 and 1861 included the Jones, Cora, Lizzie Simmons, R. W. Kimball, Frank river and its tributaries 150,000 bales of cotton.

The Red River lines between 1848 and 1861 included the M. Wright, R. W. Powell, R. W. Adams, B. L. Ho steamers ran to Shreveport; other packets running above impeded navigation.

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Another line to Alexandria and Natchitoches included the Rapides.

These vessels brought annually out of Red River some products of all kinds.

The Arkansas trade included the Gem, the Thirty-fifth some 150,000 bales of cotton, running as high as Little sometimes even above that point into the Indian Territory.

### THE BEST YEAR ON THE RIVER.

The season before the civil war (1859-60) was inaugurated produce and the heaviest business the lower river has ever seen as the maximum of river prosperity. The number of boats in 1846-47, but the boats had in the meanwhile more than New Orleans was the largest that city ever saw and it had value of the produce as high as in one or two subsequent latter years are the inflated prices of a paper currency. For anything like the business of the year 1859-60, which Mississippi. There reached New Orleans that season the trade of the city in the receipt and shipment of produce to foreign ports was: —

River trade	\$289,565,
Ocean trade	183,725,0
Total	\$473,290,

Not only in its amount, but in the stretch of its river trade equaled. The arrivals of steamboats that season at New Orleans equalled the river traffic that came in the next quarter of a century.

## NUMBER OF STEAMBOATS ARRIVED AT NEW ORLEANS ENDING AUGUST 31, 1860.

Trade in which engaged.

Atchafayla River  
Arkansas River  
Barataria Bayou  
Boeuf Bayou  
Cairo

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Trade in which engaged.

Cincinnati  
Coast: Lower  
Upper  
Courtableau Bayou  
Cumberland River  
Des Glaises Bayou  
Evansville  
Grand River  
Grosse-Tete Bayou  
Greenville and Bends  
La Fourche Bayou  
Louisville  
Macon and Tensas  
Memphis  
Ouachita River  
Pittsburgh  
Paducah  
Red River  
Saint Louis  
Tennessee River  
Teche Bayou  
Vermillion Bayou  
Vicksburg  
Wheeling  
White River  
E. Yazoo  
Other streams

## BOATS BEING WITHDRAWN.

Of this trade, that of the Arkansas, White, Tennessee, and Red Rivers has almost entirely gone. To-day no vessels run up Bayou Vermillion or Courtableau Bayou, but they go to Vicksburg instead of going direct to New Orleans. Even the Teche has no special New Orleans lines. The Cincinnati trade has fallen less, since many of the planters now send their goods to New Orleans by the Teche, along which stream now runs the Southern Pacific. The Texas and Pacific steamboats carry only about one-fourth what it was then. The Texas and Pacific steamboats

points, and diverts a large traffic from it. The recently carries a large amount of cotton across the country to The Red River is seldom navigated above Shreveport, Jefferson, and even to White Oak Shoals, this is rare and its tributaries a considerable amount of cotton is to Monroe. The Greenville and Bend trade has dropped one

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years. The Memphis trade does not call for one-fourth suffices for the traffic of Louisville and Cincinnati w

The only improvement perceptible is in the coal trade w tonnage and importance, and which defies all railroad shows a slight advance in consequence of the increased barge and mainly the grain trade with St. Louis, which grown to much larger proportions than it was at any ti

The extent of the commercial area governed by the river was lost in the four years of war that followed, and nev

## Chapter XXXVII. How Levees ar

(From Internal Commerce of the U. S.)

"THE first advent of the white man into the Mississipi of earth-work to prevent the low bottoms on both sides found the banks under water at several points when he exploring expeditions similarly found them overflowed

At several points on or near the river were mounds erect extraordinary high water. One of the highest points er the Mississippi in 1699-1700 was New Orleans. The from 6 to 7 feet higher than the surrounding country, that extending from Bayou St. John forward, is high to this fact that the selection of this location as the fut land here was out of water when nearly all the surround conclusion that it was above overflow and selected it fo

The flood that he saw, however, was but a small one,

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### THE FIRST LEVEE.

The water of 1718 was much higher and interfered seri foundations of New Orleans, they being compelled by construction of a rude levee in front of the town and fo keep it clear of water. This was the first levee in Louis Sieur LeBlonde de la Tour, chief of engineers of the co merely a temporary one, but answered its purpose. It w



strengthened from time to time, being finally completed with a 100-foot crown and 60-foot base, and was 5,400 feet, or 10 miles, long on the city front, and was ample protection to it. Above the city and another extended 14 miles below, both for the protection of the city.

The country around New Orleans was settled, levees were built to a distance of 42 miles, from English Turn, " *Détour de la Rivière*," with the exception of the New Orleans levee, however, they were broken in many places and New Orleans flooded from the overflow of that year, which lasted from the latter part of the year to the spring. The levees were patched up, but so little was done that crevasses continued so frequent that the government took a law requiring the owners of land fronting on the river, and their levees and have them in good condition by January 1st. A stringent law seems to have accomplished its purpose, with comparatively little damage from overflow, and the basis of the present levee system of the lower Mississippi. There are no levees exist to this day in those sections where there has been no settlement.

In 1752 the levees extended along the river front 20 miles below and 30 above New Orleans, from Concession to the mouth of the river, and no breaks occurred; and however defective the government matters at that time, when it passed through many fine levees, the efficiency with which it guarded the levees. These were the government reserved revisory power, and allowed no one to endanger the safety of his neighbors. All the land protected by levees was nearly the entire population of the colony was concentrated within 20 miles. The cost of levee building was relatively higher than for this work; this caused the slow settlement of the country. The overflow was many times greater than the cost of buying land. The settlement continued to advance slowly northward at the rate of a mile a year, a very great height, but the people escaped any serious damage. In 1769, a crevasse, it is true, and in 1780, 1785, 1791 and 1799 New Orleans suffered from overflow, which was the worst, being a break in the Mississippi at what is now known as Carrollton, or the seventh mile above the city. This was caused by these breaks, as the levees were soon repaired, but suffered severely.

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below and 30 above New Orleans, from Concession to the mouth of the river, and no breaks occurred; and however defective the government matters at that time, when it passed through many fine levees, the efficiency with which it guarded the levees. These were the government reserved revisory power, and allowed no one to endanger the safety of his neighbors. All the land protected by levees was nearly the entire population of the colony was concentrated within 20 miles. The cost of levee building was relatively higher than for this work; this caused the slow settlement of the country. The overflow was many times greater than the cost of buying land. The settlement continued to advance slowly northward at the rate of a mile a year, a very great height, but the people escaped any serious damage. In 1769, a crevasse, it is true, and in 1780, 1785, 1791 and 1799 New Orleans suffered from overflow, which was the worst, being a break in the Mississippi at what is now known as Carrollton, or the seventh mile above the city. This was caused by these breaks, as the levees were soon repaired, but suffered severely.

The flood of 1782 was the greatest ever encountered during the settlement, and the water from the Mississippi overflowed the levees, including all the country west of the Mississippi to the Gulf of Mexico, escaping.

In 1785 some of the lower levees were slightly injured, but the settlement continued.

This experience firmly convinced the inhabitants of the necessity of a more energetic system. In 1812 they extended the levee from Hache to Bayou Manchac, the dividing line between Louisiana and Mississippi.

miles; and on the west bank from the lower Plaquemine miles. There were also a few levees on the west bank of Arkansas Rivers, to protect the settlements.

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The total length of levees in 1812, therefore, was 340 miles, being slave labor, must have cost some \$6,500,000,000.

### GRAND LEVEE AT POINT COUPEE.

But little had been done in the way of levee building in 1809, when the river rose, it swept over all the country more than half the population of the Territory, and describes that the inhabitants, who could not understand the Grand Lake had forced an outlet into the Upper Mississippi first serious disaster to the Louisiana levees in the breach of the Grand levee, and which protects seven parishes from the most important, and the most exposed in the State, has done damage, as it overflows the basins of the Atchafalaya, the water in Grand Lake rose from 4 to 5 feet higher than the levee. There were a number of minor breaks in the river embankment. New Orleans suffered slightly from a cave in the Kenner levee.

In 1816 followed a notable overflow, restricted however by the Grand levee which was undermined by the powerful current which afterwards the rear portion of the suburbs or faubourg of New Orleans, Gravier, Trémé, Saint John, and Saint Mary were flooded for five days, however, the water had run off, and all damage was repaired.

In 1828 the line of levees along the Mississippi was completed from New Orleans to Red River Landing, just below the mouth of the river for 65 miles below the city. Above Red River they were not completed until 1844 they were gradually extended on the west bank from the mouth of the river to the mouth of the Atchafalaya. There were also many levees along the Yazoo front, but they were not completed until 1844. Nothing, had been done in the way of levee building.

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### THE SWAMP-LAND ACT.

The Memphis river convention of 1845 made an earnest appeal to the Government for assistance in the matter of levee building. The farmers of the Lower Mississippi Valley could not go on successfully in the construction of millions of miles of dikes; and it was proposed to reclaim millions of fertile lands, then useless and valueless, because submerged. A proposition was made that these flooded lands should be reclaimed; and this was warmly approved by the Government.

The convention was not without its effect. The improvement of the river by Congress, and a resolution was adopted authorizing the Government to ascertain the best method of reclaiming the alluvial lands. For the first time, assistance in the construction of levees. An

"aid in constructing the necessary levees and drains to reclaim the whole of these swamps and overflowed lands which

The General Government, in the spirit of enlarged public policy, to aid in the construction of permanent levees, with a view to the reclamation of the land through the State and also as a

Then followed the law of September 28, 1850, extending the grant to construct the necessary levees and drains to reclaim the whole of the last section of which enlarged the grant so as to embrace the whole of which such swamps and overflowed lands, known and designated as such, act provided that "the proceeds of said lands, whether from the sale or otherwise applied, exclusively, as far as necessary, to the reclamation of the same."

Among the largest recipients of this bounty were the lands of the State of Mississippi, which have received 18,545,270 acres of

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### THE CONDITION OF LEVEES IN 1860

The funds from the sale of these lands have been generally used by the State Commissioners, to be used by them on levee building. The results from this donation. It is still possessed of considerable property. The Morganza levee in Pointe Coupée was constructed in 1850 and has protected swamp lands.

The assistance thus given by the Federal Government to the States were the most active and successful in the Lower Mississippi Valley. Louisiana, Mississippi, and Arkansas had a perfect system of embankments on the Mississippi, with an average height of from 50 to 75 feet, their width at the top being some 100 feet, and of much greater size. That at Yazoo Pass, cut by the Yazoo River for a distance of half a mile, 28 feet high and at some places 300 feet broad at its base. The levees at Bayou Manchac were nearly as large.

### PROTECTION OF LEVEES AND THEIR SIZE.

Under the French rule, and for a long period afterwards, the levees were in charge of the front proprietors. At a later date the police June, corresponding to the States, took charge of the levees in Louisiana; but in the case of the occupying alluvial lands subject to overflow within 7 miles of the river in hand. When a crevasse was threatened the planters and the State decided on the line of action to be pursued. Each gave ten slaves for twenty days or less, another thirty slaves for thirty days, or other means. Afterwards districts were formed and taxes levied on the lands.

In Mississippi the levees were placed in charge of the State. The money derived from the sale of the lands granted by Congress was done by the owners of the plantations fronting on the river.

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In Arkansas, immediately after the grant of the swamp Government, a board of commissioners was created to be erected. This board was abolished in 1856, and in 1857 contracts for building levees when there was sufficient money becoming exhausted, the counties made their own laws.

### THE COST OF THE LEVEES.

In view of the manner in which the work on the levees is somewhat difficult to arrive at a calculation of the cost, estimates have been made of the number of cubic yards of earth and the cost is calculated on this basis. The State engineer estimates the 1860 cost \$12,500,000. This represented their actual cost at the price then ruling. Another report places the total cost from the beginning of levee building to 1862, as follows: —

Louisiana	\$25,600,000
Mississippi	14,750,000
Arkansas	1,200,000
Missouri	1,640,000
Other States	560,000
Total	\$43,750,000

Work was begun anew. In Arkansas and Mississippi for similar purposes. In Louisiana a levee company was formed, to have the construction of all levees in the State until 1892, a tax of 3 mills on all property for the purpose of raising the necessary funds. The tax was subsequently increased to 3 mills. The company was to build at least 3,000,000 cubic yards of earth which would have made the annual expense for levees \$1,000,000. It is reported that the work done by the company for the past year has been \$1,000,000, the wear and tear of the levees, and that they were losing \$1,000,000.

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### Chapter XXXVIII. First Steamboat to New Orleans.

In a news paper published in New Orleans called *Monitor* and

"STEAMBOAT. — The persons who desire to take a passage to New Orleans by Messrs. Livingston & Fulton, destined to navigate up the river to and to the Falls of Ohio, will please address the undersigned from eleven o'clock until two. The subscription books are now open.  
N. I. ROOSEVELT

From the *Louisiana Gazette and Advertiser* January 18, 1811. The *Capitol* arrived here Friday evening last. The Captain reports a passage of 259 hours from Pittsburgh to this place which gives a rate of 10 1/2 hours per day. The *Capitol* is a new vessel built at Pittsburgh by the Ohio Steamboat Company, under the patronage of New York. She is intended as a regular trader between New York and New Orleans. It is believed, meet the most sanguine expectations of the com-



February 8th, 1812, the same paper remarks: "The steamer Natchez on her way up, on Saturday last. She was detained

Wednesday, Feb. 12, 1812, the same paper makes this account: "The steamer Natchez left New Orleans on Thursday afternoon and arrived here on Monday evening. She will leave here on Saturday next."

NICHOLAS BAKER, *Captain*.

In the same paper of Jan. 16, 1812, is this notice: —

"For the *English Turn*. — The steamboat New Orleans will leave New Orleans on Friday next, to start precisely at 10 a. m.

Tickets of admission may be procured at the two coffee houses. The steamboat will return at 3 o'clock. All persons who desire to go should take their provisions with them."

January 18, 1812. Yesterday the citizens were gratified

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with the power of steam in this vessel. She left this place at 4 o'clock. A number of gentlemen were on board. The

*New Orleans Daily Gazette*, of Jan. 21, 1812, has the following

"For Natchez, the steamboat New Orleans will leave this

place on Friday next. From a gentleman passenger of correct information we learn that the rate of upwards of three miles an hour.

That she went from this city to Houmas, a distance of

In the *Louisiana Gazette* of July, 1818, the following account

NATCHEZ, July 25, 1818.

"The stockholders of the Natchez Steamboat Company have had their shares been completed amounted to one hundred thousand dollars.

The company in November last purchased the substantial boats and propose to keep them engaged in the trade between this

place and Natchez. These boats were originally built under the sanction of Robert Fulton, and will possess whatever advantages may be derived

REMINISCENCES OF STEAMBOATS AND CANALS ON THE  
BAYOU SARA AND UPPER COAST TRADE.  
(The following list is not claimed to be correct, but the

records.)

The first regular packet in the Baton Rouge trade was to 1825; then he commanded the steamboat Packet; in 1842, when she exploded.

In 1822, Capt. Reed commanded the Feliciana; this was a very staunch boat and run for many years.

1823. Capt. Urton, steamer Leopold; Capt. Ward, steamer

1824. Capt. Gray, steamer Henry Clay; Capt. Beckwith

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### NAMES OF STEAMBOATS AND MASTERS.

Steamer Courier; Capt. John De Hart, steamer Feliciana

1826. Capt. Wood, steamer Caravan; Capt. Kimball,

1827. Capt. Graham, steamer Lady of the Lake.

1828. Capt. Crane, steamer Columbus; Capt. Curry, steamer

The following steamboats and masters comprise the packets between New Orleans, Baton Rouge and Bayou Sara trade from 1840 to 1850.

In 1840. Steamer Brilliant, Capt. Jno. DeHart; steamer Armstrong, Capt. F. M. Streck.

In 1842. Steamer Persian, Capt. Jno. DeHart; steamer Columbia, Capt. Isaac Hooper; steamer Luda, Capt. Thos. Clark

In 1843. Steamer Persian, Capt. Jno. DeHart; steamer Columbia, Capt. James Noe.

In 1844. Steamer Belle Air, Capt. F. M. Streck; steamer Columbia, Capt. James Noe; steamer St. Laundry, Capt. Dugas; steamer

In 1845. Steamer Brilliant No. 2, Capt. John DeHart; steamer Columbia, Capt. Clinton, Capt. Wm. Baird; steamer F. M. Streck, Capt. F. M. Streck

In 1846. Steamer Majestic, Capt. Jas. Noe; steamer Elizabeth, Capt. James Noe

In 1848. Steamer Luna, Capt. Wm. Baird; steamer Majestic, Capt. James Noe

In 1849. Steamer Gipsy, Capt. James Noe; steamer Columbia, Capt. James Noe

In 1850. Steamer F. M. Streck, Capt. F. M. Streck; steamer

Tete, Capt. Hooper; steamer Music, Capt. Streck; steamer

In 1851. Steamer Patrick Henry, Capt. Dugas; steamer

In 1852. Steamer Emperor, Capt. J. A. Cotton; steamer No. 3, Capt. Jno. DeHart; steamer Doctor Batey.

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In 1853. Steamer Music No. 2, Capt. F. M. Streck; steamer Bella Donna, Capt. I. H. Morrison.

In 1854. Steamers New Latona and Laurel Hill, Capt. C.

In 1855. Steamer New Latonia, Capt. J. A. Cotton.

In 1856. Steamer Capital, Capt. Baranco; steamer Silver Age; Capt. McCombs.

In 1857. Steamer Laurel Hill, Capt. Hooper.

In 1858. Steamer Music No. 3, Capt. F. M. Streck; steamer Pike, Capt. Jno. I. Brown; steamer Music, Capt. Jno.

In 1859. Steamer Gross Tete, Capt. Hooper.

In 1861. Steamers D. F. Kenner and Laurel Hill; steamer Cotton; Capt. Cotton.

The Jno. A. Cotton was converted into a ram or gunboat and was one of the fastest and most powerful boats of her class. In Ohio that attempted to supply her boilers with a siphon from Orleans, it was found that while the siphon would supply steam, an auxiliary engine was necessary for convenience and safety.

**NEW ORLEANS AND VICKSBURG PACKETS**  
Among the early organizations to Vicksburg, there was the Walworth; steamer Vicksburgh, Capt. W. R. Glover; steamer Norma, Capt. W. A. Grice

In 1844, steamer J. M. White, J. M. Converse.

In 1846, Magnolia, Capt. St. Clair Thomasson; steamer

In 1849, Princess No. 2, T. P. Leathers.

In 1844, Ambassador, C. H. Brenham; Yazoo, Damer

**NATCHEZ AND NEW ORLEANS.**

1841. Princess No. 1, Capt. C. B. Sanford; Invincible,

1846. Natchez, Capt. T. P. Leathers; Princess, Capt.

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### NEW ORLEANS AND OUACHITA RIVER PACKET

1849. Steamer Grant, Capt. E. Connery; Princeton, Ca

### BOATS IN DIFFERENT TRADES FROM 1840 TO

1851. Trenton, Capt. John Kouns; Robt. Whiteman, C  
Cannon.

### NEW ORLEANS AND ALABAMA RIVER.

1851. Steamer Alabama, Capt. P. Roberts, Jr.; steamer  
Capt. S. F. Scale; steamer Beacon, Capt. D. H. Shaw.

### RIO GRANDE STEAMBOAT LINE.

1852. Steamers Grampus, Mentona, and Camanche for  
Brownsville, owned and managed by Messrs. Kennedy

### NEW ORLEANS AND YAZOO CITY PACKET

1843. Steamer Republic, Capt. John Good: steamer Ya  
Capt. P. C. Wallace: steamer Patriott, Capt. D. F. Ru

### NEW ORLEANS AND RED RIVER.

#### *A Short History of the First Navigation of Red River*

"In 1715, by order of Bienville, the French commander of  
Denis was dispatched to Red River to make the first ex  
of that river as far as the country of the Natchitoches In  
number of soldiers and colonists. This was the first to  
River. The colonists immediately commenced a trade  
hides, skins, peltries, etc., which they would bring to

In 1716 the steamer St. Denis returned to New Orleans  
furs, hides, peltries, etc. For many years this navigati  
carried on upon Red River.

The second expedition to Red River was made in 1818,  
Natchitoches.

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Leaving her bateaux at this place she commenced the ex  
Natchitoches. She penetrated into the country of the Ca  
arriving at Natchitoches she concluded to penetrate wes  
the Sabine river and penetrating some distance into Me  
Natchitoches."

OLD TIMER.



## REMINISCENCES OF RED RIVER.

### *Its Early Navigation.*

"Up to 1824 Red River was navigated almost entirely by flat boats. The first boat that ran up the river was the *Enterprise*, in 1815. She was commanded by Capt. John H. Sibley, and carried 100 falls.

The second boat of which there is any record was the *North*, followed by the *Yankee*; fourth, *Beaver*, and the fifth the *Alexandria* (commanded by Capt. Kimball,) and after these the *Governor Shelby*, *Neptune*, and *Enterprise*, pretty much the same class of boats as the *Alexandria*, and carried 100 tons.

In 1821 the *Missouri* ran to Red River in addition to the *Enterprise*, *Experiment* and the *Natchitoches*.

In 1824 and 1825 the *Florence*, *Eliza*, *Louisville*, *Red River* and *Enterprise*.

In 1826 the *Planter*, *Virginia*, *Miami*, *Spartan* and the *Enterprise*.

In 1827 and 1828 the *Phoenix*, *Pilot*, *Cherokee*, *Robert* and *Rapides*.

In 1830 and 1831 the *Gleaner*, *Paul Clifford* and the *Verona*.

In 1832 and 1834 the *Beaver*, *Planter*, *Lioness*, *Bravo*, *Enterprise* and *Enterprise*.

Between 1835 and 1840 thirty-six boats other than those mentioned above were run. The first boat commanded by Capt. Wright in this trade, the *Enterprise*, was run in 1840, Capt. Mike Welsh, the *Creole* and the *Bogue Ho* were run by Capt. Hunter. These captains all became prominent in the trade.

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LAST OF THE RED RIVER TRANSPORTATION COMPANY. The last boat run by the company was the *Enterprise*, and of which, with others, an old steamboat clerk said, "The *Enterprise* was the last of the flat boat era."

"The *Ashland*, leaving to-day (July, 1882), will be the last boat run by the Red River Transportation Company prior to its dissolution (in June, 1875,) was the *Col. A. P. Kouns*, Capt. Isaac Kouns, who commanded the line, viz.: The *Col. A. P. Kouns*, *R. T. Rowland*, *O. H. Durfee*, *W. J. Behan* and the *Maria* were the last boats to run and no longer float upon the waters, except the *W. J. Behan* and the *Jo Bryarly*, *Frank Williard*, *Cornie Brandon*, *Ashland*, *Yazoo Valley*, *Jewel*, *Danube* and the *Jesse K. Bell*, commanded by Capt. The *Laura Lee* and the *Kate Kinney* were also in the line when the company was dissolved in the election in June last. The dissolution of this company was a great loss to the trade and then — and then — what! Ever so many people are c

## SOURCE OF RED RIVER.

### REMINISCENCES.

Under the above head we published in Saturday's *Dem* early settlement of Natchitoches. To-day from the same source of Red River.

In 1806, three years after the cession of Louisiana to the United States, Sparks entered Red River in boats, intending to ascend it to its source. They would purchase horses and proceed to the tops of the mountains supposed Red River issued from the mountain country. They were met by a Spanish force and ordered back, and to obey.

In 1819 and 1820, Col. Long, of the United States Topographical Expedition, explored the Missouri and the country between the Missouri and the Red River to descend Red River from its source. The Colonel says he discovered a stream which we took to be a tributary of Red River. We

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traveled the valley of this stream several hundred miles. It may be the Canadian, a tributary of the Arkansas instead of the Red. Exhausted, it was impossible to retrace our steps. Dr. Johnson's journal of this expedition says: "Several persons have mentioned among others a brother of Capt. Shreve, who gives information that a stream runs nearly due east from this place and strikes one of the mountains. A considerable distance south of this point is the big plain."

The source of Red River remained a mystery for many years until Capt. Marcy in 1852. He left Fort Belknap May 2, 1852, and following a stream he entered Red River and ascended it. On the summit of this being the point at which he was directed to commence his ascent, he reached the Staked Plains. It was very much elevated above the surrounding sides, covered with a scrubby growth of dwarf cedars, and a perfectly level plain as far as the eye could see. June 27, 1852, he ascended, passing into the gorge of the great Llano Estacado. The height. As they rode along the bed of the stream, so near the water was nauseating, owing to its passing through a bed of gypsum, that they were drinking it. July 1, 1852, they reached the source of Red River at Estacado, and bursting out from its cavernous reservoir, it there commences its long journey to the Mississippi. It rises to the giddy height of eight hundred feet on each side, the rocks yards apart, and finally unite at the top, leaving a long head spring of the principal or main branch of the Red River as clear as crystal and perfectly pure. On climbing to the top of the mountains themselves on the level plains of the Llano Estacado, we found the descent to the base of the mountains in New Mexico. Time, 42 min. 42 sec. north and longitude

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FRENCH EXPEDITION TO RED RIVER IN 1714  
103 deg . 7 min 11 sec. west. The approximate elevation  
barometric observations , is 2,450 feet.

### REMINISCENCES.

In 1714 the French, who then held Louisiana, sent an expedition for the purpose of forming a settlement. They also explored the Grande, then occupied by the Spaniards, and who claim

In 1730 the French Governor Perriere organized an expedition to the Red and Black River districts. The rendezvous was at the mouth of Red River, the ship Prince of Conde having arrived at Black River, a lake near Trinity, where they met and where they subsequently sent to St. Domingo, where they were

In 1749 the province of Natchitoches contained sixty warehouses for rice and tobacco.

From 1745 to 1796 Spain held possession of Louisiana. During this communication with Red River was kept up. Natchitoches and black.

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## Chapter XXXIX. Old Time Steam Navigation Etc., at the Port of New Orleans.

Through the kindness of Gen. John L. Lewis, I have been able to publish in 1823, of which I hand you extracts. The following are the loaded steamboats, barges, keel and flat-boats within the country, together with the amount of wharfage or levee

Steamboats, 287; barges and keel-boats, 174; flat-boats

Each loaded flat-boat pays a duty of \$6; boats or barges and rafts, \$3. Steamboats pay a levee duty according to their tonnage: 150 tons, \$9; 200 tons, \$12; 250 tons, \$15; 300 tons, \$18; 600 tons, \$30.

In the year ending October 1, 1817, 1,500 flat-boats and keel-boats on the Mississippi to this place loaded with produce.

The batture which was formed by deposits from the river has an average depth of 470 feet. This property has been set aside for barges, keel and flat-boats. This batture, or landing place, is a street. In this year New Levee street was laid out in a straight street, having a space of 60 feet between the houses and

One-half the batture next the city is exclusively appropriated

sometimes thirty or forty lying at a time. The activity  
tons are employed in it, and it is not unusual for the ve  
thirty days, formerly forty men with great difficulty  
months. All this commerce centers on the batture, and  
world a spot in which more extensive business is done  
to Esplanade street the levee front is set apart for the lan

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### STEAMBOAT ARRIVALS IN NEW ORLEANS.

"Gen. John L. Lewis says he has a distinct recollection  
that landed at this port in January, 1812. That the event  
for the purpose of giving her a grand reception; he also  
and that she unfortunately run aground in December, 1812  
at the time of the battle of New Orleans; he also remem  
that the captains of these original boats were sailors or  
John De Hart were sent out from New York by Living  
It was only a few years after this when the barge men b

NOTE. — The saw mill of Mr. Withers was situated  
was built.

"The following is an alphabetical list of all the boats th  
marked thus \* are either sunk or unfit for service or o

\*Aetna  
Alabama.  
Alexandria.  
Bearer.  
\*Buffalo.  
Car of Commerce.  
Cincinnati.  
\*Constitution.  
Comet.  
Courier.  
Expedition.  
Eagle.  
Elizabeth.  
Exchange.  
Eliza.  
Favourite.  
Fidelity.  
\*Franklin.  
Frankfort.  
Gen'l Clark.  
Gen'l Green.  
\*Gen'l Jackson.  
Gen'l Roberts.  
\*Gen'l Harrison.  
\*Gov. Shelby.  
Geo. Madison.  
Hecla.



Hero.  
Harriet.  
Henders on.  
Hornet.  
Henry Clay.  
James Rose.  
\*James Monroe.  
Johnson.  
Independence.  
\*Kentucky.  
Louisiana.  
Maid of Orleans .  
Manhattan.  
Maysville.  
Mississippi.  
Missouri.  
Mars .  
Mobile.  
Mandan.  
Napoleon.  
Neptune.  
\*Newport.  
\*New Orleans .  
\*Ohio.  
Olive Branch.  
Osage.  
Paragon.  
Post Boy.  
\*Pike.  
Providence.  
Rapide.  
Ramaps .  
Rifleman.  
Rocket.  
Robert Fulton.  
\*St. Louis .  
Tamerlane.  
Tennessee.  
Telegraph.  
Thos. Jefferson.  
Teche.  
United States .  
Vesuvius .  
Volcano.  
\*Vesta.  
Washington.  
\*Yankee

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The steamboat United States was the largest, her tonnage was 31 tons. The averaged tonnage of

NOTE. — You will see that from 1812 to 1823, that is at the port of New Orleans. This will make an average the impression that the list taken from the directory of access to the Custom House records and also to the wh will find that these 75 steamboats averaging 150 tons ea upon the Mississippi sis steamboats whose tonnage w 12,400 tons."

OLD TIMER.

## Chapter XL. Oliver Evans Credit Steam Coaches.

(From Niles' Register, September 22, 1828, vol. 35. & The following account of steam coaches in Great Brita

That they will become *common things* we have long l

It was in America that steam was first successfully ap rivers.

The first steamboat that ventured on the ocean was Am that penetrated the Baltic, and arrived at the capital of E progress of perfection, in the applicability of steam fo due credit to British ingenuity and talents, we wish to powers to this purpose was made by an American, and who entertained the project in 1786, and communicated Legislature of Pennsylvania concerning *steam wagon* Maryland, however, in 1782 granted him an exclusive 1

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FIRST STEAM ENGINES BUILT IN THE WEST  
But Evans was poor and confidence was not placed in h and it was not until 1804, that he was enabled to apply s

He built a flat, or scow, a mile and half from the water engine on board of only five horse power, for the purpo placed wheels under the flat, and by steam transported i paddle wheel, then navigated it down the Schuylkill to beating all the vessels on the river against a head wind. the time will come when carriages propelled by steam v transportation of passengers as goods, traveling at the

THE FIRST ENGINE SHOP IN THE WEST.  
About the year 1812, Oliver Evans, sent his son, Georg establishing an iron foundry, steam engine manufacto with ten or twelve smith's forges and more than fifty v machinery. This was in all probability the first engine the Western rivers. And most of the first high pressu this establishment. There was also an engine building

on the Monongahela river, about the same time.

None of the engines for Fulton & Livingston's first boats, the Orleans, 1811; Etna, 1815; Vesuvius, 1816, and Buffalo, were of the Watt & Bolton plan; they were built at New York and were mounted on wagons.

**THE SECOND STEAMBOAT ENGINE BUILDER**  
I find any account of at Cincinnati, were Goodloe & B. I find that the date at which the first steamboat was built at Cincinnati was 1811, by Goodloe & Co., who for many years built steamboat engines.

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The first mention I find of a master ship carpenter at Cincinnati, was originally from New York, where he had learned the trade. He was the original steamboat builder at Cincinnati.

Mr. Crippin was the first ship joiner who built cabins on steamboats. He emigrated from New York and worked from that city to Cincinnati, working upon the cabins of ships. Among those he worked on was the man-of-war Brandywine, which was sent out in 1814 to fight the Barbary pirates.

The first master ship carpenter I find an account of at Cincinnati was from New York, in 1818. He brought out with him from that city the building the first steamboat at that place, which has since been built. The first steamboat was named the United States, measured 645 82-95 tons, and was said to have been built in 1811. The next celebrated builder at this place was the iron ship carpenter and engine builder, who in 1814 constructed the first steamboat. His reputation of placing the first high pressure engine upon a steamboat was magnificent steamers at Jeffersonville from 1820 to 1830.

## SNAG-BOATS.

*The First Snagboats Built for the Removal of Snags.*  
The first appropriation for this purpose was made by the government in 1820, and appointed superintendent of the work. He immediately proceeded to New Albany, Ind., assisted by Capt. Abraham Tysol. The hulls, held together by immense cross beams and iron bolts, were built by Dohrman & Humphries; the engines were built by Moorehead, and Archimedes, Capt. H. M. Shreve. Co.

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**CAPT. SHREVE AND THE SNAGBOATS IN 1830**  
was the United States engineer in charge of the improvement of the river.

The first account of work done by the snag boats is as that the agent employed by the government, Capt. Shreve, cleared 100 miles of river as harmless as a mill-pond, and will in time be an obstruction from Trinity to Balize. His plan is to run the rafts are connected by tremendous beams, plated with iron; they are broken down; they are found uniformly to break off at the point where they float away.

1831 — The captains and crews of the snag boats Archibald and of Capt. Shreve, are progressing rapidly in removing the snags from the waters. The Heliopolis, Capt. Moorehead, has ascended the river removing all the snags in that distance, on account of which it will in the course of the week have cleared the channel clear of the Arkansas River. The business, as it now progresses, is that Capt. Shreve continued on down the river, and made the rafts. Moorehead continued during 1831 and 1832 to work down the river, and presented themselves.

In 1832, Capt. H. M. Shreve was ordered to proceed to the mouth of the raft. His fleet of boats consisted of the snag boat Eradicator and the raft commenced at that time about Loggy Bayou and extended 100 miles. It took six years to accomplish the work of removing the snags between the lower and upper Red River.

Official report of Capt. Shreve, June 4, 1838, of the success of the raft, 1838, the first boat was enabled to force her way through the snags. 29th live merchant steamboats passed up through the raft. The safety of the raft was considered safe. There were two boats lost.

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Hawk and Revenue. The amount expended in opening the river.

NOTE. — The town of Trinity, mentioned in this account, is situated on the Ohio, where the boats from the Ohio and Mississippi meet. The establishment of this place, that Cairo was founded.

## Chapter XLI. Partial Accounts of the Mississippi and Ohio.

(From Sharps' History of St. Louis. &c.)  
The first unusual rise in the Mississippi of which we have any record.

In March of that year, while De Soto and his followers were on the "Rio Grande," as the early Spaniards called the Mississippi, the sight of *Helena*, in Arkansas, there was a rise in the water of the country as far as the eye could reach.

In the village (represented to have been on high ground) the earth, and the roofs of the Indian cabins were the only



height for several days and then subsided rapidly.

The earliest authentic account of the "American Bottom" is to be seen in the archives of Kaskaskia, France in 1725, for a grant of land in which the damage to the villagers was driven to the bluffs on the opposite side, crops were destroyed, and their buildings and their property were exact height, but the whole American Bottom was sub

There was a tradition among the old French people made of the river between 1740 and 1750, but we find no writ

In the year 1772 another flood came and portions of the Charter in 1756 stood half a mile from the Mississippi

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eighty yards. Two years after Capt. Pittman, who sur the Mississippi River next the Fort is continually falling it has been turned from its course by a sand bank now increased by willows. Many experiments have been tried to stop this but the river was fordable to the island. The channel is now

### FORT CHARTER DESTROYED IN 1772.

About the year 1770, the river made further encroachment on the American Bottom, it swept away the land to the Fort from the river. A large and heavily timbered island now occu

The next high water occurred in 1785, during which the American Bottom were submerged. Concerning this great flood This year, however, is known in the annals of Western

In 1844 it was contended by some of the old settlers of Kaskaskia that the great flood of 1785, that the water attained a greater height

It is certain at Kaskaskia the water attained a greater height

This is not predicated upon the mere recollection of individuals of the height of the flood of that year, after the subsidence in the last mentioned year, the water rose *two feet and*

The destruction of property by this freshet was comparatively

The mighty stream spread over a wilderness tenanted only by inhabitants then residing within the range of its destruction to the high lands.

From 1785 to 1811, there were no destructive floods, although the lake and low grounds on the American Bottom.

This was in the year preceding the great "Shakes," as rising at St. Louis early in May, and by the 15th had s

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portion of the American Bottom, and by the first of Ju the sixth it again commenced to rise and continued to r greater part of the bottom, Kaskaskia, Cahokia, Prai settlements in the bottom were under water and the inha

The "common fields" at St. Genevieve were entirely su

A story is still told by the old inhabitants of the village Maxwell, the village priest, to "pray away the water." the water came to a stand. Then he proposed to the peop they did, and as the water fell rapidly, the ground was which was divided with the priest in conformity to th

The flood of 1811 exceeded all others until 1823. In this y rising rapidly about the 8th of May. It continued to ris at St. Louis. It had then entirely covered the American sought refuge on the bluffs, or in St. Louis.

The houses in the lower part of the city were entirely s Oak street, occupied by John Shackford, had five feet

The loss of stock and other property on the bottom opp ever been made of the loss.

Like the flood of 1811, no means are at hand to determin previous freshets.

In 1826 the American bottom was again submerged an flee to the bluffs, and St. Genevieve share the same fat Bottoms.

The amount of stock and crops lost was immense. By people again sought their homes and anxiously awaited

The winter of 1823 and 1824 was remarkable for the am began to raise early in 1844, and by the first of May, w Louis began to be severely alarmed.

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The water had already reached the stores on Front street goods to the second stories, and the bank opposite in I submerged.

The water came to a stand on the 21st of May, and decl  
gotten within its banks.

A succession of violent rain storms commenced on the  
were general throughout the Northwest and all the streets  
breaking over the banks and the people in the bottoms  
behind.

By the 5th the people of the whole valley were alarmed,  
inevitable.

On the 12th the water was six inches higher than it had  
Missouri Mail arrived from the Missouri River, and  
of seven feet in 24 hours. All the tributaries were full a  
from Western to Glasgow was under water and on the  
deep.

In the St. Louis *Republican* of 19th June is an account

"We have taken some pains to ascertain with certainty  
former freshets. But have been very unsuccessful. With  
there has been three extraordinary freshets, one in 1811,

The one in 1811 seems to have been the highest. In that  
Kaskaskia and the water covered the whole American F

On the 20th of June, 1844, the Mississippi at St. Lou  
places nine miles.

The water was two or three feet deep in the lower part o  
streets it was to the top of the doors on the first floors.

Soulard's addition and St. George were entirely submer

On the 23d the water rose fourteen inches and came to a  
it began to recede, and by the middle of July had reache

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During this freshet steamboats were employed as ferry  
Mississippi and Missouri, where ordinarily only horse  
current and the increased distance rendered the usual mo  
from St. Louis to Belleville a distance of twelve miles,  
steamboats, and many persons availed themselves of th

There is no evidence to prove the Mississippi or the M  
discovery as in 1844, although some writers claim that

The late Dr. B. W. Brooks, of Jonesboro, Ill., in writ  
was ten or twelve feet higher than that of 1811, or of 182

when it rose thirty feet above the common level and was fifty years."

Mr. Cerré, the oldest French settler in St. Louis, says it was five feet, as in 1844. In which opinion all old settlers in the town that was not covered in 1785, which was five

The steamer Indiana was chartered to take the *Nuns* from board at Col. Menard's door. The boat followed the road left. Some two hundred citizens went up on the Indiana water. Many houses were floated from their foundations.

The city engineer at St. Louis ascertained on the 22nd of May over the city directrix. This gave *thirty-four feet nine*

The next freshet in the Mississippi of importance occurred

On the 30th of May it was fifteen feet below the high water mark of 1844. It continued the most of June and on the 23d of that month

From this date it commenced to fall, after having almost covered Missouri, Illinois, Wabash and Upper Mississippi.

In 1854 there was another damaging flood in the Mississippi, which occurred in Arkansas,

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Mississippi and Louisiana, and almost the entire levee

### HIGH WATER YEARS.

In 1858 the Mississippi again was at flood height and great losses occurred in Arkansas, Mississippi and Louisiana. The Ohio being very high at the same time great losses at other cities and towns in the valley was overflowed by the

In 1863 the river at St. Louis was again very high and

In 1867, 1871, 1875 were high water years, and while but great losses occurred in Arkansas, Mississippi and Louisiana, all the upper rivers coming out at about the same time. When the tributaries throw out their great floods some months apart, if they come at once there is no escaping an overflow.

From Internal Commerce of the United States. &c  
The destructive floods of the Mississippi Valley not only occur between Cairo and the Gulf, but frequently occur in the Missouri, Ohio, Red, Arkansas, Tennessee, Cumberland comprehensive system, carrying with them enormous losses of routes, buildings, live stock, commerce and industries.



itself.

Mr. Morey, in his report to the House of Representatives on the floods of 1868 and 1871: "The destruction caused by the flood in the Elkhorn Valley is almost incredible. A valley of almost unexampled fertility and stock in great abundance, at least 75,000 bales of cotton, and worth more than \$5,000,000, was inundated, plantations destroyed, and by the thousand starved or drowned," etc.

Another flood in 1874 was still more destructive. Mr. F. P. ...  
"The loss by the flood of 1874 was \$13,000,000. This was ...  
\$2,000,000. And this makes the total sum \$15,000,000."

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### "THE GREAT FLOOD OF 1881."

The great flood throughout the length and breadth of the valley was unusually destructive, the damage amounting to many millions of dollars. An accurate estimate of the total damage, we will give from the dispatches published in leading daily papers of that time.

"*Omaha April 25.* — The flood still continues. The river has done no further damage to manufacturing interests. The bridge has been removed to higher ground. The Union Pacific bridge, house and distillery are still under water, and 1,600 men are engaged in the work of rebuilding the bridge.

"At Council Bluffs one-half the city is under water, and the eastern trains are transferred by boat to the Union Pacific bridge.

"A dispatch from Sioux City announces a fall of 6 inches in the river.

"This morning high winds set in from the north and the embankment leading up to the Union Pacific bridge on the west side against it soon washed out the dirt close up to the ties. A serious accident, and a large force of men were put to work piloting the force of the waves and saving the embankment. The telegraph a section of several hundred feet of the approach to the bridge. The mails is continued by boat at Council Bluffs. There is no communication yesterday. The Union Pacific road is running regular.

"The village of Waterloo, near Elkhorn River, 25 miles from Omaha, is under water.

"The overflow which covers the country for many miles around the Elkhorn Valley.

"Some citizens of Waterloo claimed their town was flooded by the embankment holding the water back, and they threatened to burn it by the timely appearance of a sheriff and posse of constables. The Omaha Bottoms, have been wrecked by high water and are floating down the river to-day, landing on the east side of the river.

## HIGH WATER ON THE UPPER RIVER.

"*Hannibal, Mo., April 25.* — The Sny levee broke at 3 a half above East Hannibal. The crevasse is 130 feet wide above the break. Near East Hannibal there are several washes. One is 19 feet and 1 inch above low-water mark, and is still

"Trains from Quincy to Hannibal, via the Chicago, and the track between Fall Creek and East Hannibal inside the levee. 30,000 acres of fall wheat had been sown inside the levee, nearer 10,000 acres, the yield of which heretofore had stood finer than ever. The loss on wheat alone is placed at \$1,000,000 and has now nearly reached the highest point of last year.

"*Saint Louis, April 25.* — The river is rising and rapid. A foot and the water will submerge some of the low lands of the bottoms on the Illinois side of the river. Much of the levee is being washed out, and measures are being taken to protect it. Of unusual magnitude, and say that if the present warm weather continues, and much rainfall in the north, a freshet equal to that of 18

"*Bismarck, April 25.* — One mile of track and thirty passenger cars are damaged on the Northern Pacific extension. Night and day the water is rising, and the end of the track are promised in a few days.

"*Kansas City, April 25.* — The levee which was built to protect the lands opposite the city from overflowing gave way on the west side. The water is now running at the rate of 5 or 6 miles an hour. The Council Bluffs, Chicago, Rock Island and Pacific, and other tracks are supposed to be washed out. The levee gave way on the east side, overflowing a large number of farms to the depth of five

"*Saint Paul, Minn., April 25.* — A special from Ferguson reports a sheet of water,

beginning at a point about 25 miles below Saint Vincent and Crookston. Twenty-five miles south of Stevenson on the Minneapolis and Manitoba Railroad, and all railroad tracks

"*Saint Paul, Minn., April 27.* — The flood at St. Paul on the Minnesota River, continues. The water has now reached a height during the June rise of last year, and the highest point of the day scarcely a foot of uncovered land in the entire county. The waters are not now running riot. Old residents there afraid that the water cover the low lands, they have never known the current of such overwhelming velocity as it is doing today. The current is now building this morning, and there is only a single road remaining to the scene to-day found hundreds of houses isolated by

sides of the raised embankment were filled in many places had been brought in boats from the inundated residences and guarding the same while awaiting the arrival of vessels for safety.

"*Omaha, Neb., April 27.* — The river has fallen 10 inches at Sioux City. Information having been received at Nebraska north of that city were in great peril, one of the ferry-boatmen, women and children, some of whom had been weakened extremely from hunger. These people were lodged in the public buildings. \* \* \*

"East Nebraska, on the Iowa side of the river, is entirely compelled to abandon their homes and seek refuge in Nebraska. The river bottoms in Nebraska, Missouri, Iowa and Kansas. Mail, and baggage trains arrived here same as the last week. It will be at least one week before the railroads get into operation.

"*Saint, Joseph, Mo., April 27.* — The river at this point is 22 feet 6 inches above low-water mark, and rising steadily.

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is 22 feet 6 inches above low-water mark, and rising steadily. Their inundated houses in the bottom lands during the past week. Available flat-boats have been in use removing people of all ages, were to-day rescued from the Elm wood bottom house, having been two or three days surrounded by the water 10 feet deep in the house. \* \* \*

"*Atchison, Kans., April 27.* — Contrary to expectations the past twenty-four hours, and is now 22 feet 5 inches above the level of the great flood of 1844. The Missouri connection with the East, and it has to send its passengers to St. Louis.

"*Chicago, April 20.* — The total loss of property by the flood between Sioux City and Bismarck is estimated at \$2,500,000 done at Omaha, Council Bluffs, Kansas City, and the loss between these cities and St. Louis, the amount of loss is \$1,000,000.

### DEBATE IN UNITED STATES SENATE ON FLOODING

"In the spring of 1882 another destructive flood spread over the States of Mississippi and Arkansas was described in the Senate, February 23, 1882: —

"Mr. GEORGE. Mr. President, I should like to be informed of the magnitude of the disaster referred to in the joint resolution.

"The district overflowed from the breaking of the levee at Memphis and Vicksburg, about, 15 miles in length and now under water or will be in a short time. I desire also to know how many of the population which inhabit that district are now under water.

the means of support during the time when this overflow

"Mr. INGALLS. What is the estimated number of land inundated?

"Mr. GEORGE. They inhabit a district about 150 miles

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long by about 40 wide. I suppose there must be from 50

"Mr. TELLER. What proportion of them will be rendered

"Mr. GEORGE. Four-fifths. I desire also to state, for those not familiar with the length or duration of an overflow in that section of the river, that it continues for four to six weeks before there is a subsidence of the water, during which there is a suspension of all labor; the water gets all over the whole

"I have confined my statement to the destitution in Mississippi on the western bank of the Mississippi River, in the State of Arkansas. The Senator from Arkansas (Mr. Garland) will make a statement in regard to it.

"I shall ask to have the joint resolution referred to the Committee on the Mississippi River and its Tributaries, in the hope that it will be passed with promptness, as the matter will not admit of delay.

"Mr. GARLAND. The information that the Senator from Mississippi has given the State applies exactly to the State of Arkansas, which is the worst case. The intelligence that I receive from that portion of the newspapers, represents the destruction there as widespread and unprecedented. The overflow has taken barns and granaries, and has driven farmers and planters of that country owned and had to leave their property.

"I am not prepared in my own mind to say just exactly how much the Government can or should afford, but certainly there is now a just case for the Congress to grant it. I hope the joint resolution will be passed, and that that committee may see proper to make a measure for the relief of those suffering people.

"Mr. HAMPTON. I just came into the Senate when the joint resolution was read, and as I am very familiar with that section of country, I will make a statement in regard to it.

"The area of land which will be overflowed if the river continues to rise is the richest portion

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of the Mississippi Valley on the Arkansas side and on the Mississippi side than on the Arkansas side; but cotton-growing territory in the whole State. I have known 150 miles wide, for it covers from the Yazoo hills on the west and in that whole section of country, if the river is as high as it is now, hardly any land at all above overflow. There are only a few farms above overflow, and the destruction not only of stock and crops, but of the people themselves. I have no hesitation in saying the dispatches from the South will show the destitution, and starvation that will follow there.

"My friend from Mississippi thinks that there are 75,000 people who are underestimated the number very much.

"Mr. GEORGE. I spoke of the Mississippi side.

"Mr. HAMPTON. On the Mississippi side I think there are 75,000 people. Nearly the whole of those people are colored people; they are poor. They have made no provisions at all for immediate subsistence. I have no question that there will be starvation promptly, I have no question that there will be starvation.

In the spring of 1832 an unusually destructive flood in the city of Cincinnati which was very forcibly described by Halstead, February 16, 1883: —

"The loss of life has not been very great, but the destruction of property in the submerged district is a great task. The care of property in the submerged district is a great task. The school-houses are crowded with water. The water-works are overwhelmed. The gas-works are in a very respects critical, but nothing but a sudden and immense rise of the river. There are remarkable coincidences in the December overflows of the Rhine and Danube. The Ohio in the origin, progress, extent, and duration of

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and the correspondence in the two cases may be traced to the liberality with which the sufferings of those made homeless and regarded and relieved by the enlightened and the benevolent.

The above are but illustrations of the frequent and whole of the floods throughout the length and breadth of the great valley. The floods pay no attention to State lines and that they are not.

## EFFECT OF THE FLOODS.

### CREVASSES.

"Despite all this work, however, the Lower Mississippi is still subject to crevasses due to defective levees, to crawfish or rat holes in the banks, storms, or other causes. Besides these crevasses, the following are the more important and destructive of the

*Flood of 1828.* — This flood occurred before the count and it is probable that its marks have been confounded. Francis and Yazoo bottoms were deeply inundated, being

Relative to this flood in the Tensas Bottom, it was the whole region was under water. In the western part of the which we have record, there being no levees for several overflow extended to the extreme western limit of the all from Bayou Atchafalaya as in ordinary floods. The plants not flooded, but the crops were lost on those within the overflow.

The eastern part of the Atchafalaya basin, indeed, the below the head of this basin, seems to have nearly escaped. The Atchafalaya region, which was deeply flooded by backwater from the Grand Levee of the parish of Point Coupée, near M

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**FLOOD OF '44, '49 AND '50 ON LOWER MISSISSIPPI**  
*Flood of 1844* — A considerable rise occurred in April however, before the lower river had subsided, another occurred. Above the mouth of the Red River the country was more fortunately low, the Atchafalaya carried off enough water from that stream from serious damage. This was the condition of the flood of the Upper Mississippi and the Missouri, which in the annals, occurred.

The country above the mouth of the Red River was generally bottoms were nearly unprotected by levees and the water was inundated through breaks in the levees. Below the Red River injury, owing to the very low stage of the Red River, a greater part of the surplus discharge of the Mississippi

*Flood of 1849.* — The gauge at Carrollton indicates that the latter part of January, and remained there with occasional

Above Red River Landing the ravages occasioned by the

The St. Francis and Yazoo bottoms were inundated, but below Red River Landing the injury done was so immense most destructive ever known. On April 7 a crevasse broke at Orleans, at Fortier's plantation. This flooded the country from Fourche to a depth of about 4 feet, and this submerged effect of this crevasse upon the bed of the river has been occurred on May 3, at Sauve's plantation, 17 miles above The break remained open forty-eight days, and did an

*Flood of 1850.* — It appears that there were four principal produced very little, if any, damage. The third was the fourth, in the middle of May. The damage occasioned

Saint Francis and Yazoo bottoms were not protected by bottom was submerged more effectually than in any year above the Louisiana line, which flooded Bayou Macon

The water rose steadily until March 15, then declined slowly until the middle of May, when it attained its highest point, and on the River, the flood was 3 feet above that of 1814, and 5 feet above that of 1825. Nearly the whole region was submerged and the crops destroyed, but little better.

The water pouring from Red River exceeded the discharge of the Mississippi, the surplus forced its way into the Mississippi by both of its mouths, above, augmented by this new supply, maintained an extraordinary level below Red River Landing actively discharging for months. La Fourche and the Mississippi escaped nearly uninjured.

The crops upon the left bank above New Orleans were destroyed by a crevasse, which attained width of nearly 7,000 feet, and a

*Flood of 1858.* — In the flood of 1858 there were four great rises in the Ohio, occurred in December, 1857. The second rise occurred in part of April, 1858, and was caused by a general swelling of the Upper Mississippi, and Ohio. The third great rise occurred in May, and was unusually high.

The last and greatest rise in the flood of 1858 occurred in June, and inundated the city of Cairo. It washed away miles of levee and rapidly into the bottom lands of that river. In the White, Yazoo and Tensas bottoms, on the contrary, were comparatively free from flood.

*Flood of 1862.* — Beyond doubt this was one of the greatest floods of the Mississippi, but the war raging at the time has so obscured its character, that it is classed with the traditional overflows of 1815 and 1825.

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### FLOODS OF 1867 AND 1874.

We know that there was a great flood in the Ohio River at some time in the spring of 1862, and a destructive overflow in the Yazoo and Red Rivers. The highest water occurred May 2, and was 1.2 feet above the highest water in no flood in the Yazoo or Red Rivers at the date of the flood (the swamps), but the records are too defective to render

*Flood of 1867.* — In some respect its origin was peculiar to the Ohio Valley, a sudden thaw caused moderate floods in the Ohio and Wabash, the combined effects of which

At Helena the first rise culminated March 14, standing of a foot below that of 1862.

The river then subsided about three-tenths of a foot, being two-tenths of a foot above first rise. There was a rise on the White Rivers; the Yazoo discharged a considerable volume of water in June, due chiefly from the Ouachita.

The Atchafalaya basin was deeply flooded through a large part of the country was under water. The actual water-mark of 1862 was 1858.

*Flood of 1874.* — In February the rain-fall throughout the valley of the river was generally about at mid-stage.

In March heavy rains prevailed throughout the lowland swamp-rivers, and rapidly raising the Mississippi. It continued eastward over the valley of the Tennessee and Cumberland. The Mississippi was numerous. Between Commerce, Mo., and the Louisiana border, the levee breaks.

The flood of 1874 rose 1.2 feet higher at Helena than in 1862, speaking, in the Arkansas River in 1874. In the White River and Yazoo, there was the largest freshet on record, due to the heavy water in the Yazoo raised the Mississippi at Vicksburg. At Alexandria, the Red River rose 23 feet between February 1874 and 1875.

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In the Ouachita the greatest flood on record occurred. It was caused from a rise in the Arkansas and White Rivers in March 1874, through the crevasse in Carroll Parish. The overflow of the Bayou Teche was deeply inundated from Saint Martin to the Pontchartrain suddenly about 2 feet.

The suffering in lower Louisiana this year was great. There was a famine and starvation. Aid was asked for, and large sums of money were sent from Northern cities and States for the benefit of those residing in Louisiana. Boston alone contributed \$230,000 to this fund.

*Flood of 1882* — In the early part of the winter of 1881-2 there were heavy rains that had fallen throughout the valley, but no great freshets. At the beginning of the year, however, a series of rains continued throughout the month, particularly in the valley of the Mississippi. At Vicksburg. The smaller tributaries, the Clinch and others, rose about the middle of January, and caused heavy damage to the levees at Nashville, flooding a large portion of the town on January 15th. The lumber interests, and much suffering among the people living near the river were driven from their homes. Floods occurred at Chicago, Saint Louis, and New Orleans railroad at Alexandria. The cotton also began to boom about this time, flooding the lowland.



considerable quantities of stock. The rains continued and Black was out of its banks, and communication between severed by the freshets occurring in all the neighboring causing a suspension of work on the New Orleans Pacific the Tombigbee and Warrior Rivers, in Alabama, seri

**SUFFERING THROUGHOUT THE WHOLE V**  
The situation now began to look threatening. Heavy rain thorough inspection was made of the levees, and much

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them. But the rain softened and washed away the dirt. Delta, Madison Parish, and another at Tropical Bend, 30th another break occurred at Lockport, on Bayou La the bottom lands below Shreveport. On February 9 the forward crevasses occurred daily.

On February 13, the Kempe levee, in Tensas Parish, by lands in Mississippi, Arkansas, and much of norther

On the 20th all the upper rivers, the Ohio, Missouri beyond all precedent. The lower portions of Cincinnati off from railroad communication with the rest of the Ohio escaped without some damage from the flood. T points on the river between Vicksburg and Cairo were storm, which caused a number of breaks in the Missis Sharkey, Leflore, and Washington Counties. At that the Mississippi, Atchafalaya, and La Fourche. Great region, and appeals were made to the Government for and Louisiana, and Mississippi. The number of suff On March 8, the Point Coupée levee was broken, and Louisiana. Through these new breaks the water poured Attakapas district of Louisiana, and ruining the fines

The water on the land overflowed by the Mississippi by March, but in lower Louisiana the flood rose and continued when this rise stopped, the flood did not entirely subside plantations were free from overflow. The flood may, t months. Over a hundred breaks or crevasses were caused population of over 400,000, were overflowed.

Early during the overflow the Government had established and several hundred thousand dollars were distributed i

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was supplemented by the State of Louisiana, which ordered upper Louisiana to remove the people in danger of over stock which was being destroyed in thousands. This drowning.

## LOSSES FROM OVERFLOW.

An attempt was made to find accurately the losses from were requested by the governor to prepare reports on this amount of damage done. For Mississippi and Arkansas

In Louisiana, 26 out of 58 parishes were overflowed and most were Morehouse, Ouachita, Caldwell, Richland, Franklin, Catahoula, Concordia, Avoyelles, Rapides, Rouge, Saint Martin, Iberia, Iberville, Assumption, Ascension, Saint Bernard and East Baton Rouge.

In Mississippi, the counties suffering most were Tunica, Washington, Sunflower, Leflore, Yazoo, Issaquena,

In Arkansas, Mississippi, Poinsett, Cross, Crittenden, Arkansas, Desha, Chicot, Drew, Ashley and Bradley

The following estimates were made of the actual damage

### LOSSES IN LOUISIANA.

CROP.		AVERAGE CROP.	LOSS	A
Cotton	Bales	171,750	42,280	22
Corn	Bushels	2,800,000	56,000	14
Sugar	Hogsheads	73,300	65,970	77
Molasses	gallons	4,984,000	4,285,000	
Other crops				52
Total				

Add to the total above

Damage to —

Stock  
Fences, etc  
Houses and household goods  
Levees  
Railroads  
Total loss in Louisiana

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### FLOOD OF 1884.

The only important crevasse of 1884, but a very serious one, was above New Orleans, one of the largest and most destructive. It had been imperfectly refilled and the great rush of the river through the opening, 1,000 feet wide. Through this immense opening the river was forming a converging stream that ran several miles inland and there along its destructive course.

The railroad tracks of the Texas and Pacific and of the traffic stopped. The two railroad companies, in conjunction with the work, but the driftwood and debris of the river, together with the work, so impeded, blocked and prevented the work, so compelled to abandon the undertaking. The great gap of demolition over the surrounding country, overflowing the river, submerging the streets, driving families from their homes, and causing destruction and suffering. The water poured down on the west bank of the river almost to the

## HIGH-WATER FLOODS.

*What May be Expected Every Ten Years.*

The following is the Mississippi River Commission

"At Cairo, between 1862 and 1883, inclusive, four floods of 50.8 feet, the highest known reading being 52.4 feet for once in ten years.

At Memphis, between 1858 and 1883, inclusive, the gauge has risen five times, the highest reading being 35.1 feet in 1882. A flood of 35.1 feet may be expected once in ten years.

At Helena, between 1868 and 1883, inclusive, floods have reached a gauge-reading of 45.8 feet,

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the maximum being 47.2 feet, in 1882. A flood of 46.5 feet may be expected once in ten years.

At the mouth of White River, between 1862 and 1883, inclusive, gauge-readings of 46.6 feet or more, the highest being 46.6 feet, may be expected once in ten years.

At Vicksburg, between 1858 and 1883, inclusive, floods have reached a gauge-reading of 51.1 feet, in 1862. In 1867, since 1867, and may have had its height diminished by 1.1 feet, a flood of 50 feet may be expected once in ten years.

At Natchez, between 1858 and 1883, inclusive, floods have reached a gauge-reading of 50.3 feet, in 1862. A flood of 48 feet may be expected once in ten years.

At Red River Landing, between 1867 and 1883, inclusive, floods have reached a gauge-reading of 48.6 feet, in 1882. A flood of 48.6 feet may be expected once in ten years.

At Carrollton floods have reached a gauge-reading of 15.9 feet, in 1862. A flood of 16.6 feet may be expected once in ten years.

These statements refer to the river as it has been since 1862.

## COST OF HIGH WATER.

The total losses from overflow in the States south of M  
the worst years being 1867, 1874, 1882 and 1884.

The account of the Lower Mississippi Valley with the

To the building and maintenance of levees  
To crevasse and losses from flood  
Total cost of high water in twenty-one years

The great flood in the Mississippi in 1881 commenced  
water had reached nearly to the curb-stone on the levee.  
and the inhabitants living in the American Bottom, an  
parallel with the river, was the town saved from entire  
inconvenience

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was realized by the citizens as well as by all the inhabit

These losses must continue in all bottom lands every se  
system of leveeing is adopted.

Experience has shown the practicability of this mode o  
together with the revetting of caving banks, would in  
Valley of the Mississippi.

## HIGH WATER IN THE OHIO RIVER.

[From Floyd's Steamboat Directory.&t

"In the year 1786, the Ohio River rose fifty-nine feet a  
country was but sparsely inhabited at that time, the da  
trivial. In 1792, the Ohio rose sixty-three feet above lo  
1786.

On the 11th of November, 1810, there was a great flood  
Plumb Creek, near that city, and which was ready to b  
freshet, so that the common process of launching was  
and made fast, or she would probably have made a long  
equipments.

July 14, 1828, there was an extraordinary rise in the Oh  
It carried desolation into the lower part of Wheeling, v  
was a vast amount of property destroyed along the river

In 1844 the houses at Cairo, at the confluence of the Ol  
swollen rivers were fourteen miles wide between the op  
property of every kind, fences, cattle, lumber, furnitu  
were floated down the Mississippi and other rivers. A  
while several persons from the windows were calling fo  
like velocity of the stream, could not be afforded them



down the Mississippi. A house, with a whole family, passed over fields and plantations, far beyond the usual inhabitants from the upper stories of their houses, to

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for refuge from the waters. The levees or embankment river, were broken through. Red River was higher in the recollection of man, and higher than it ever has been in the neighborhood of that river were desolated, and every year, the Mississippi at St. Louis was eleven miles wide. The windows of the houses on the levee at that city. Many cattle were drowned. The loss of property was immense. A levee was erected on the levee below Market Street, St. Louis, to prevent this flood.

In March, 1849, the water was ten feet deep in some of the most destructive flood that ever visited that city. The plantations were covered with water over the fields, in some places, was perfectly irremediable. It opposed the current, which was believed to move at the rate of one mile an hour. The loss sustained by planters and others was estimated at \$60,000,000.

In April, 1852, the Ohio, at Wheeling and Pittsburgh, was the scene of destruction of property along the river, and many lives were lost.

In December of 1847, there was another destructive flood on the Ohio, within thirty inches of its extreme height in 1883, which was the highest in the river. On the 15th of February, 1883, it reached 66 feet at Louisville and 52 feet at Cairo. There was said to have been many people homeless. Far greater damage and loss of life occurred in 1883. Until this year, 1832 was always referred to as the great flood. Cincinnati then reached 64 feet 3 inches. While the water was higher in previous years, all the lower tributaries were higher from the same cause.

The loss in 1883 was estimated at ten million dollars at St. Louis. Probably a larger amount was lost at other points in the river, the loss of which no record could of course be kept. As it was the crops, but as the banks and the bottom lands are

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much more settled than on the Mississippi, far greater property, although the previous year, 1882, the losses were estimated at fifteen million dollars, from the overflow of that year.

## Chapter XLII. Tragic Events in the History of "Murrel" and his Gang.

Since the discovery of America by Columbus in 1492,

theater and the battle-field of more tragic events and bleaker beautiful Valley of the Mississippi.

Succeeding the treachery and massacres from the Indians encouraged by the French and English authorities, came and the *desperate highwayman* from all parts of the valley.

The sparsely settled country rendered arrest and conviction water-courses contributed to the escape of all offenders on their borders. The mountain fastnesses of the North and impenetrable canebrakes of the South made this valley a safe operation of all outlaws.

They appeared singly, and in all forms of organization. Gritty and their associates. A class known as "boat-wreckers" prominently, on the lower Ohio, in command of a gang whose headquarters were in or about the mouth of the Cas organized gangs on the Mississippi, which became so numerous that the Spanish government at New Orleans took office to suppress them. Later, and after the introduction of steam murderers and every class of desperadoes continued to increase.

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making the Mississippi and the bayous their general rendezvous. The memory of many who still live, was one known as

In the very popular work known as "Mark Twain's Life" description of the above gang: —

"There is a tradition that Island 37 was one of the principal headquarters of "Murrel's Gang." This was a colossal combination of counterfeiters, engaged in business along the river, so

While our journey across the country to St. Louis was stirring history, for he had just been assassinated by a consequence was occupying a good deal of space in the by the boys on the train. According to these, he was or had ever existed.

It was a mistake. Murrel was his equal in boldness, in heartlessness, treachery and in general and comprehensive his superior in some larger aspects.

James was a retail rascal. Murrel wholesale. James' more planning of raids upon cars, coaches, and country banks capture of New Orleans, and furthermore, on occasion the congregation. What are James and his half dozen criminal, with his sermons, his meditated insurrection of ten hundred men, sworn to do his evil will."

There is a paragraph or two concerning this big opera-  
century ago, as follows: —

"He appears to have been a most dextrous as well as a cool  
was that of an itinerant preacher, and it is said his disci-  
hearers so much they forgot to look after their horses,  
while he was preaching. But the stealing of horses in a  
small portion of their business. The most lucrative was

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slaves, to run away from their masters that they might  
as follows: —

They would tell a negro if he would run away from his  
should secure a portion of the money paid for him, and  
would send him to a free State where he would be safe.  
hoping to obtain money and freedom. They would be  
employers. Sometimes they would be sold in this manner  
three or four thousand dollars by them. But after this,  
rid of the only witness, that could be produced against  
murdering him and throwing his body into the Mississippi  
stolen a negro, before he was murdered, they were always  
concealed the negro that had run away, until he was ad-  
would catch him.

An advertisement of this kind warrants the person to take  
becomes their property, in trust. When, therefore, they  
not stealing, and for a breach of trust the owner of the  
which was useless, as the damages were never paid.

### HOW MURREL ESCAPED LYNCH LAW.

It may be inquired how under these circumstances Murrel  
understood when it is stated that he had more than *one*  
moment's notice to support any of the gang that were in

The names of all the principal confederates of Murrel will  
explain.

This gang was composed of two classes. The heads of  
concerted, but seldom acted. They amounted to about five  
were termed strikers, and numbered about six hundred  
others. They run all the risk and received but a small por-

They were in the power of the leaders of the gang who  
them over to justice or sinking their bodies in the Missis-

The general rendezvous of this gang of miscreants was

the Arkansas side of the river, where they concealed the depredations of this extensive combination were severe, although Murrel, who was always active, was every where. It so happened, however, that a young man by the name of Stewart, who Murrel had decoyed away, fell in with him and was admitted into the gang as one of the General Council. Stewart turned traitor, although he had taken the oath, and having the whole concern, the names of all the parties, and finally turned against Murrel to secure his conviction and sentence to fourteen years imprisonment.)

So many people who were supposed to be honest and bold were found to be among the list of the Grand Council as published, that they threw discredit upon his assertions — his character was so low that he was to assassinate him.

He was obliged to quit the Southern States in consequence of the above being all true, and although some blame Mr. Stewart for not denying that his revelations were correct. I will quote one of the letters made to him when they were journeying together. I once saw a list of Murrel was on a large scale, as stated by himself. He was engaged against the whites, taking possession of New Orleans and the other possessors of the territory. The following are a few extracts from the same.

#### DETAILED ACCOUNT OF THEIR OPERATIONS

"I collected all my friends about New Orleans at one of the meetings of the Council three days before we got all our plans to our next rebellion at all hazards, and make as many friends as was possible, being assigned to him. I started to Natchez on foot, having the intention of stealing another after I started. I walked for several days on horse. The fifth day,

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about noon, I had tired and stopped at a creek to get some wood, and looking down the road the way I had come, a man came. The moment I saw him I was determined to have his horse, and I saw from his equipage that he was a traveler. I advanced and ordered him to dismount. He did so, and I took his horse. I then ordered him to walk before me.

He went a few hundred yards, and stopped. I hitched him to his shirt and drawers, and ordered him to turn his back to me. He said, 'I would let me have time to pray before I die.' I told him I had no time, and dropped on his knees, and I shot him through the back. I then took out his entrails, and sunk him in the creek. I then took out his pockets, and found a number of papers and some money, and thirty-seven cents, and a number of papers and some clothing and effects in the creek. His boots were bran new, and I sunk my old ones in the creek to atone for them. I mounted my horse, and directed my course for Natchez in much better style than before. The name of Crenshaw gathered four good horses and some other young fellow from South Carolina just before we got to



knew all about his business. He had been to Tennessee and pork was dearer than he had calculated and he declined to

Crenshaw winked at me. I understood his idea. He had traveled several miles on the mountain road when we passed. Crenshaw asked me for my whip, which had a pound of lead along side of the Carolinian and gave him a blow on the horse. We lit from our horses and fingered his pocket

Crenshaw said he knew a place to hide him. He gathered up his things and conveyed him to a deep crevice under the precipice and

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he went out of sight. We then threw in his saddle, and a hundred dollars.

We were detained a few days and during that time our friend and saw the negro advertised (a negro in our possession) who had been purchased and giving his suspicion of the two

It was rather squally times, but any port in a storm. We went to the creek, which runs by the farm of our friend, and Crenshaw cut up his entrails, and sunk him in the creek. We had sold the negro on the river for upwards of \$500, and then stole him and delivered him. We conducted him to a swamp and veiled the tragic scene, and in great secrecy, as a game of that kind will not do unless it ends in secrecy, that negro first and last for \$2,000, and then put him in the water. That negro, for his carcass has fed many a cat-fish and his skeleton."

**MASON, THE CELEBRATED HIGHWAYMAN**  
1802. His band was the terror of every trader. Traders in the West sold their produce for dollars or doubloons which they carried off by gangs of five or ten men to their homes in the West. They supplied themselves with arms and ammunition to protect themselves. They infested this only great road, the Natchez trace at that time, by passing that route. Governor Claiborn issued the following order to a gang. I have information that a set of pirates and robbers are holding rendezvous in the cane-brakes near Walnut Hills. They are under the command of Joshua Baker between the mouth of the Yazoo and the mouth of the Mississippi. They have arms and preparation for defense. The men must be arrested and punished as they are atrocious.

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**THE GOVERNOR OFFERED A REWARD OF \$10,000 FOR THE MAN KILLED BY HIS MEN.**

Shortly after this Mason had a quarrel with two of his men and these two men were in camp and he was asleep, they killed him to claim the reward. The Circuit Court was in session

when they arrived. They went before the judge to make Governor. The head was identified by parties who kne making out a certificate, a traveler stepped into the Co arrested. He recognized the horses they rode as belongi of his companions some two months previously on the he identified the two men. They were tried and executed the departure of Harp, one of his captains, the gang di highway robbers or river pirates in the Territory of M

When General Wilkinson was negotiating a treaty with having permission to have a road opened to the Chicka by Colbert's ferry on the Tennessee River to Nashville, families be allowed to settle there to keep entertainment soon as the road known as the old Natchez trace was op to it and made lots of money keeping entertainment for *Orleans*.

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## Chapter XLIII. Tragic Events on Daniel Boone and Simon Kenton

Among the noted men that came to the front during th were not all freebooters, pirates or desperadoes.

While General Harmer, General St. Clair, General W charge of troops were fighting the British and Indians new settlements in the neighborhood of Marietta, Chi on the Miamas, Daniel Boone with a few adventurous the Alleg hany Mountains, were fighting their way th most of them to be the "dark and bloody ground" — K every variety of wild beasts. But to men like Boone, Ha others no barrier was sufficient to intimidate them or

The woods were full of bear, panther, deer, the "openi of fish, ducks and geese.

To men who had been raised on the frontier these attrac found lurking in ambush in every hiding place.

Every reader acquainted with the history and settlement purchased, and the blood that was shed to secure its po as to Daniel Boone, although others sacrificed much, possessed and their lives included. He was born in 1746 Delaware. At the age of 13 he immigrated with his fat South Bodkin.

After remaining there a few years he married, and rem was more abundant. That having been his occupation: his opportunities for an education were not good, he n

employing all his leisure time, when

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he could be spared from the farm in which his father pursued — hunting. In this he excelled even when but a his home in the woods and a dog all the company he de

### BOONE'S FIRST TRIP TO KENTUCKY.

After his marriage he settled on a place of his own and years. But his adventurous spirit and love of solitude s and farm.

In 1769, he, in company with a kindred spirit, by the mountains from North Carolina to Kentucky, and wh breadth escapes and wonderful accounts of game and ac names were Stewart, Holden, Mooney and Cool, all ple started for Kentucky leaving their families until they s return for them.

Their route lay through trackless wilderness. The slen camp for the purpose of hunting was made and as gam securing a supply of deer and turkey which was prepar

Their custom was for two of the party to watch while nights, by short watches.

They soon reached the foot and began the ascent of the

Several days were spent in reaching the summit of the of these heights. From this point the descent into the g

The grand view that lay spread out before them ins pire of the Ohio and its tributaries, with renewed vigor, k be among vast herds of buffalo, elk, and other wild ga a hunter for many years, he had never before been with that long-looked for field may be imagined.

The first large drove came in sight the day the traveler emerged from a skirt of woods and the plain was soon huge animals. They were moving right in the directio

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observed. Finley knowing something of their habits cr out for us and if we don't look sharp we will be crus he distance, when Finley shot the file leader. The patriarc moving mass. But borne along by the pressure of the n point the leader had fallen. The opening once made the side at a distance of some thirty yards. To prevent the

which falling in the track, secured their safety until all members of the party who had just witnessed their fire. After this, buffalo were often seen like herds of domes passed without attracting special attention, unless their skins were necessary for protection. Once across the main head waters of the streams emptying into the Ohio, all bear and other animals, they discovered the *sabines* or the settlers for many succeeding generations.

Thus surrounded, Boone and his companions had reached a few Indians they met were disposed to be friendly, and hunting, trapping, etc., with great success for several skins and furs. But the day of their trials was not long. The pioneers an *elysian field* at first, soon became the "Valley of Tears" through numerous hardships and hair-breadth escapes such as the loss of his wife. In the winter of 1772, with little spirit, Boone returned to North Carolina for his family.

From his representations and persuasive argument, after organizing a small party of emigrants, consisting of 100 men, and on the 26th of September, 1773, started across the mountains.

For a detailed account of this perilous journey and of the wonderful man and not much less wonderful wife, see *Boone's History of the West*, Cincinnati, in 1858.

In the same work may be found an interesting history of the settlement of the West.

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another remarkable man who was cotemporary with Boone and the patriarchs of Kentucky.

### DANIEL BOONE AND SIMON KENTON.

This was *Simon Kenton*, alias Butler. He was born in 1754, and learned to read or write.

It is recorded of him at the age of nineteen he had a vicar's lady's hand. She refused to make an election, and he, in 1774, located in Kentucky, where he soon became a noted patriot.

In 1774 he joined himself to Lord Dunsmore and was assigned an important service in this employment. Subsequently he was employed against Vincennes and Kaskaskia. He passed through the hands of the British Indians without discovery. After performing his duty he was employed to make a journey to Northern Ohio. He was captured by the Indians, and they painted him black, as was their custom with those they intended to kill. He was burned at Chillicothe. In the meantime, for their amusement, they manacled him hand and foot, and placed him on an unbroken horse, running through the woods and brush in its fright with the wind. He returned to the camp exhausted and worn down, to the great grief of the British. The suffering and wounds that Butler had endured. Arriving



from his horse, tied him to a stake, where he remained from the stake to "run the gauntlet." This is the India

The inhabitants of the tribe, old and young, are placed The victim is made to make his way to the convict ho strike him as hard a blow as possible as he passes. If E spared. In these lines were near 600 Indians, and the di blow, but soon broke through the lines, and was near t down with a club. After beating him severely he was ta through village after village to give all a chance to see attempts to

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escape and run the gauntlet thirteen times. It was finally and but for a remarkable coincident that occurred while burned as proposed.

A notorious renegade by the name of *Girty*, who had u among them in all their cruelties and massacres of help Sandusky, which was a favorite resort with all Indians killing him, Butler recognized him as an old acquaint known. *Girty* at once released him, and prevailed upon anticipated in burning him for the present. After five of their cruel torture, in spite of all *Girty* could do.

By a fortunate coincident he met the Indian agent at Sa humanity exerted sufficient influence with the Indians where he was paroled by the Governor. He escaped, and in the woods, by a march of thirty days through the w continued to devote his indomitable energies to the inte

But it is not the object of this work to dwell at much le settlements of the valley, which is not lacking compete and interesting authorities in every public library.

It is a subject of great regret, however, that so little ha history of navigation of the great water-courses in the with the settlement of the country.

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### Chapter XLIV. Early Navigation

THE first steamboat that ever ascended the Arkansas v craft that had lost all favor with every insurance compa machinery had been sunk in one boat, blown up in anot authorized inspectors, and instead of proceeding as it: for old iron.

In face of all these disadvantages, the captain had the other conspicuous places, announcing that the new, st accommodations for passengers, etc., would leave for

The owner of the Buzzard who had no other home was account sort of a chap, fond of sleeping half the time a

The captain of the Buzzard was a different character, ; rivermen. The owner was completely under his thumb in the management of the boat. Such was the captain, willing to fight, drink, deal faro, play poker or any ot

One day the Buzzard entered the lower end of a long rea proceeded to the cabin, took a smile of whisky and com amidships, lit his pipe and proceeded to the cabin to be

The owner of the boat was seated aft in the cabin consc was great on Virginia hoe-downs.

The Buzzard, left to her own guidance, was going ah chute, took a sudden plunge into the bank with uncom hole in her as large as a hog's head.

"She's sinking," shouted an Arkansas man, "tomahav heard it but fiddled away with as little concern as Nero

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"Three feet water in the hold," shouted the captain, "r

The owner heard these startling words, but continued out, — "Did you know the boat was snagged."

"I suspected something of the kind," coolly answered

"She'll be lost in five minutes" shouted the passenger.

"She's been a losing concern for five years," responded

"I wish she would settle with me for what I have lost b was the only answer from the owner as he moved the bo

"But why don't you speak to the captain, give him sor passenger.

"Interfering with the officers of this boat is a very del boat careened, the next moment the cabin was half full

The owner swam ashore with his fiddle under his arm

(From the Missouri Republican, August, 1822.)  
"The distance from the mouth of the Arkansas River to the State, says the *National Intelligencer*, is computed at 1200 miles. The Cherokee Missionary establishment on the Arkansas is at the mouth of the river.

Recently a steamboat, the *Eagle*, ascended the river the distance within twelve miles of the Missionary establishment.

What a country is this where there are rivers navigable for steamboats beginning to hear of. Surely the Arkansas is just becoming known within twelve miles of the Cherokee Missionary establishment among our Eastern brethren, how much more will they know of it. Thompson has actually made three passages this season to a point five miles above Dwight, and upwards of five hundred miles. The astonishment will be considerably heightened (undoubtedly by the authority) that she might have gone five hundred miles.

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**STEAMBOAT AT THE MISSIONARY STATIC**  
The sight of a steamboat gliding majestically through the Osage nation, will be hailed with wonder and surprise. However incredible it may appear to some, we have no doubt that the sight will become familiar to them.

It is but little more than two years since we witnessed the first steamboat ascend the Arkansas, and not yet four months since we announced that she had ascended the Arkansas to this place. But that which was once a novelty, has become familiar to them. They have already seen the interior of our country by steamboats, and in future they will expect with regularity that they look for the return of the seasons."

## Chapter XLV. First Steamboat to the Mouth of the Arkansas

The subjoined interesting account is from "An Old Boatman's Story," 1830: —

It was several years after the introduction of steamboats on the river that the commerce on the Alleghany warranted a great effort to improve it.

The current is strong and the water usually shallow and rapid, so that it is not competent to navigate it successfully. Until the discovery of the principal product on that stream for export was pine lumber, and the lumber men's supplies was about all there was to be done on the river. The oil wells an immense business was done on the river, but when it began rapidly to fall off, and was soon almost entirely abandoned. The routes similarly situated.

An old boatman speaks of being on board the first regular steamboat called the

Alleghany. This boat was 90 feet long and 18 feet wide with wheels extending 12 feet behind the boat. On May 14th she ran at a rate of four miles an hour. The first trouble she encountered was at the river. This is one of the worst rapids upon the river. For the first time a poleing machine, worked by the capstan or windlass in case of emergency, was used. Montgomery's Falls, five miles above, is nearly as bad.

We arrived at Warren, nearly two hundred miles above the mouth of the river, in ten days for canoes and keel-boats manned in the best manner from Warren for Olean, in the State of New York. No other boats were seen. A Cornplanter. A deputation of gentlemen waited upon the boat on board this new, and to him, wonderful visitor, a steamer.

The venerable old chief was a lad in the first French war. We found many rapids and generally very strong ones. The distance from Pittsburgh to Warren is nearly four hundred miles from Pittsburgh.

The boat left Warren on the 23rd and landed at Pittsburgh on the 31st. The time during the trip was seven days (running by day-light only).

## FIRST MAIL ROUTE OVER THE ALLEGHANY RIVER

Items, Niles' Register, vol. 14, 1818.

"The Great Western mail and stages," says a Brownsville paper, "will run from Washington City to Wheeling, on the National Turnpike, on Wednesday last. It will pass three times a week.

A regular line of stages is also established by which passengers can be carried a distance of 270 miles — in five days, in the following manner:

From Washington to Hagerstown

From Hagerstown to Pratts

From Pratts to Big Crossing

From Big Crossing to Nichols, 12 miles beyond Brownsville

From Nichols to Wheeling

The promptitude with which this contract was undertaken, and the facilities for

communication, and these stages will unite pleasure with business in this Western country."

## STAGE TRAVELING ON THE NATIONAL ROAD

The above sketch will awaken early recollections and stimulate the interest of travelers, who used annually, and sometimes much of their leisure, by the world renowned "National Road." From



introduction of a single line of stages to run three times a day of persons yet living who well remember the time when they traveled with a caravan of from five to fifteen stage coaches in company and six horses each. And they will not forget the excitement of going down the mountain slope, especially in winter, when the only safety was by putting the horses upon a run to get down the mountain side. And even that precaution did not constitute a great improvement over all others then available, the stage route traveled between the East and the Great West for many years.

The opening of the Pennsylvania Canal was the first step toward the canal route was much easier, and shorter, and more pleasant views, the time required was much longer, and by business reason that steamboats at the present day are avoided.

But the canal was the favorite route for families, and the pleasant reminiscences of their lives, their experience in travel, and cherished acquaintances ever formed was during these years.

ITEMS FROM NILES' REGISTER, VOL. XVII.  
Steam — A London paper of July 17th, 1819, says: "The steam engine has superseded that of horses in propelling stage coaches.

In the State of Kentucky a stage coach is now established which will travel of twelve miles the hour. It can be stopped instantly, and is so constructed that the

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passengers sit within two feet of the ground. The velocity is

There is a steamboat in America of 2,200 tons burden called "The Fulton the First."

"The Erie Steamboat," from Buffalo, arrived on her first

The *Detroit Gazette* observes: "Nothing could exceed the grandeur of the *Walk in the Water* moving majestically and rapidly against the wind on sails or oars. They lined the banks above Waldon and extended to Tok-Nichee.

A report had been circulated among them that a *big canal* was to be dug through the waters," which by the order of the great Father of the continent was to be dug through the great lakes and rivers by surgeon. Of the truth of the report the *Register*, Vol. XVI. 1818.

## Chapter XLVI. The Purchase and

### I. Historical Notes.

From Internal Commerce of United States .&  
In the early days of European discoveries and rivalries a system played a prominent part on the stage of public affairs. DeSoto and his Spanish troops was about a century later than the lead of Marquette, Joliet, La Salle, and others, who in the years 1679-1683, explored the river throughout its valley in the name of France, and called it Louisiana in honor of Louis. "Schemes for developing the resources of the valley, which was watered by the Mississippi, immense unknown virgin lands and riches." One Crozat, in 1712, secured from the king a monopoly of the commerce of the whole Mississippi Valley. There was

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to dispute French domination, for the English of New England extended their settlements westward across the Allegheny Mountains. Mexico had not pushed their conquest farther north than the Mississippi. It covered an area many times larger than all France, and as unequal to the opportunity, and, failing in his efforts

John Law, a Scotchman, at first a gambler, and subsequently succeeded Crozat in the privileges of this grand scheme. He obtained a monopoly of the trade and development of the French colonies. In this wild enterprise he organized a colossal stock company, the Mississippi Company, generally known in history as "The Mississippi Bubble." It was vested with the exclusive privilege of the entire commerce of the French provinces, and of all the Indian tribes within the limits of the Mississippi. It was authorized to monopolize the trade and navigation of every stream tributary in anywise to the Mississippi. The manipulations that he bewitched the French people with, and the excitement in Paris is thus described by Thiers: "It was a delirium of creditors of the government who frequented the rue Quincampoix, cherishing the same illusions — noblemen famous on the stage, government, churchmen, traders, quiet citizens, servants, all filled with the hope of rivaling their masters."

The rue Quincampoix was called the Mississippi.

The month of December was the time of the greatest increase, the price rose to eighteen and twenty thousand francs — thirty-six and forty

At the price which they had attained the six hundred thousand francs billions of francs.

But the bubble soon burst and its explosion upset the financial system.

Some years later, in 1745, a French engineer named Devincenzi proposed improving the mouth of the Mississippi, and stated that it would be of great commerce.

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But France met with too powerful rivalry in the valley a hundred years, was crowded out by the English from the southwest, the Mississippi River forming the dividing line between two nations.

The Spanish officials, for the purpose of promoting commerce, granted posts on the Mississippi, Missouri, Arkansas, Red and other rivers, but granted to certain individuals, pioneers, and settlers, lands, however, in peopling their new territory.

But whatever progress was made under the successive governments, and its navigable tributaries supplied the only highway to the west.

In the year 1800, soon after Napoleon I became the emperor, he recovered the commercial glory of his country by reacquiring the territory which his predecessors had parted with in 1763.

To quote the language of a French historian: "The cession of Louisiana in 1763 had been considered in all our maritime and commercial interests of our navigation, as well as to the French West Indies, an opportunity might occur of recovering that colony. In 1763, with the court of Madrid a negotiation on that subject was commenced. A secret treaty of Ildefonso, in 1800, French domination was restored to the Mississippi River."

Two years later the commerce of the river had grown to such an extent that, in that period, "No rivers of Europe are more frequented than the Mississippi. A correct idea of their patronage may be obtained from the fact that the mouth of the Mississippi, for nearly all of the commerce of the West Indies, is done down the river. Of the year 1802, says Martin in his history of Louisiana, "There sailed from the Mississippi —

"There sailed from the Mississippi —

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American vessels
Spanish vessels
French vessels
Total

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"The tonnage of vessels that went in ballast, not that of the cargo, took off masts, yards, spars, and naval stores."

This growing commercial movement down the river caused a foolish or arbitrary order issued on the 16th of October, 1802, "The right of deposit" at the port of New Orleans.

Marbois well illustrates the intense indignation at this order by attributing to them the following language: "The Mississippi is to us by our numbers, and by the labor which we bestow on it, a fertile and fertile desert and barren. Our innumerable rivers swell it and it

only issue which nature has given to our waters, and the world shall deprive us of this right."

Of Morales's order James Madison, then Secretary of the United States at the Court of Spain: "You are aware of an occurrence. This sensibility is justified by the interest is everything. It is the Hudson, the Delaware, the Potomac States formed into one stream."

At this time, Thomas Jefferson was President, and he hastened to send to France a special ambassador to negotiate. The opportunity was a favorable one, for France was then at war. The latter country had become alarmed at and jealous of the United States apprehending war and fearing that he could not hold Louisiana — dispose of it to one of England's rivals.

Marbois, the historian of Louisiana, from whom we have the account of the cession — the consultation between Napoleon and Marbois, motives, forms one of the most instructive and interesting. Napoleon foreshadowed his action by the following remark to one of the commercial

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"The tyranny of England it is necessary to balance her influence with her rival; that power is the United States. The English shall be useful to the whole universe if I can prevent the

In a subsequent conversation with two of his ministers on the proposed cession, he said, in speaking of England: "The English covet."

In accordance with this conclusion, on the 30th day of October, 1803, the United States. When informed that his instructions had been executed, he remarked: "This accession of territory strengthens for the United States just given to England a maritime rival that will sooner

Under the stimulating influence of American enterprise, in 1812 it entered upon a new era of progress by the introduction of the Mississippi of steam transportation.

The river trade then grew from year to year, until the late 1830s — the port of New Orleans — had during the 1830s a value of \$80,000,000. Its prestige was then eclipsed by the opening of the Mississippi, at St. Louis, in 1857. Says Poor: "The line of the Mississippi was the Chicago and Rock Island, completed in 1857. This road extended the railway system of the country to the Mississippi, and commerce of the interior. This work, in connection with the opening of the Mississippi, almost wholly diverted this commerce from what may be said to be no considerable portion of it now floats down the river



assertion may be seen by reference to the statistics of the year ending June 30, 1879. They were \$63,794,000 when the rivalry with railways began.

But since 1879 the river has entered upon a new and important era. The jetties by Capt. James B. Eads inaugurated a new era of river navigation and a new era of lost prestige.

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Another step of great importance to the welfare of the country was the control of its improvement was transferred by Congress to the Mississippi River Commission. The various conflicts of the past years have done much to defeat the grand consummation of river improvement in a business-like manner."

### IMPROVEMENT OF WESTERN WATERS.

In considering this mooted question of river improvement, we will review the arguments and efforts that have been made from time to time for the agitation of the subject of "Internal Improvements," in

After a partial acknowledgment of the right and duty of the government for such purposes in the act instructing Capt. H. M. Shreve to remove the snags and wrecks in navigable rivers, the first demand for such an appropriation was made by President James K. Polk, of an appropriation bill, in 1845. He, with many others, at that time, taking the ground that the government should make appropriations for such works, and very strangely claiming exclusive jurisdiction over them and the "right" of navigation, put an end to all works of internal improvement by the government, where they remained until they decayed and were then so

After the expiration of Mr. Polk's administration and the death of the people, the conclusion prevailed that the government had no necessary appropriations to improve rivers, bays, harbors, and

From that time to the present the question has been whether to improve them.

The manner of improvement is still a mooted question, but it is, however, develops the fact that river navigation is not so important as was once supposed to be, and some large rivers are of no importance to the general commerce of the country - other

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streams. Later on, when the demand shall have largely disappeared, and again become important factors, and it would seem a very good time being the improvement of such streams, and developing it, requiring it.

At the present time, 1889, there seems to be a general feeling well as at the North, and a feeling pervades the whole Mississippi valley and never to be recovered.

This conclusion is based upon the observation and experience arrived at too soon.

It has arisen from natural causes, the result of the progress and advance in the system of water transportation to meet the demand is not too soon to recognize the necessity.

Fifty years was spent after the application of steam to navigation, before it was applied to commercial purposes. Modern science has made a new mode of transportation for passengers and many kinds of freight, and the same agency will bring about a corresponding system.

These great natural water ways in the Mississippi Valley, and the commerce, will never be abandoned or left as mere sand bars, but will forever onward to the ocean.

The rapid development of the country is slowly awakening the government, to a sense of the necessity of so improving the navigation, that it will be equal to the emergencies as soon as they arise, and will be able to meet them.

To the boatman of the present generation, to a superficial view, it seems a great way off, and they are ready to exclaim, all is lost.

But when we contrast the situation now with what it was five hundred years hence.

The present generation owe something to posterity, and when they are gone, their experience is of value and ought not to be lost.

There has long pervaded the minds of many experienced men, a desire to improve the navigation.

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the navigation of Western rivers would prove abortive.

And such theories have not only been entertained, but often acted upon by experienced government engineers.

This is unwise and damaging, and a little reflection on the part of the best, the most permanent improvement is through the improvement of the navigation, fifty million dollars and fifty years, time in determining the value of the waters of this valley, who can say it was not well expended.

That there should be differences of opinion as to the best mode of improving the navigation, is no doubt. But to condemn any plan without being able to propose a better one, is a waste of time.

sectional question and one upon which this valley ought to stand by them and see that Congress continues the necessary work. In 1872 the following communication appeared in the *St. Louis*:

To doubt the practicability of the plan of improving the river adopted by the Mississippi River Commission, would be to stand by them and see that Congress continues the necessary work. In 1872 the following communication appeared in the *St. Louis*:

## NAVIGATION BETWEEN ST. LOUIS AND CAIRO

*Editor Republican:* From recent surveys and estimates of an officer in charge of "Western river improvements," (Cairo to St. Louis) a seven-foot stage of water may be obtained from here to Cairo at the small cost of \$300,000. (Greatly underestimated.)

By the construction of dykes or wing-dams, of piles, and other works on the river, it is estimated a permanent channel may be secured.

No one will doubt the expediency of the expenditure. At a cost of \$3,000,000 the merchants, underwriters and steamboatmen have a great interest on that sum for all time to come. But it is not the object of the government on any sum to secure the object.

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By a concert of action, prompt and decided, an appropriation of \$3,000,000 by Congress and the entire work completed within twelve months.

No argument is necessary to show the importance of the work now being carried to New Orleans for 40 cents per barrel. The present freight is \$1 per barrel.

The important question to determine is how to secure the necessary funds.

Since the government has recognized the necessity of improving the rivers, so signally interrupted by the veto power of a Vice President, it has had to have been appropriated from year to year, to be expended for the benefit of the government.

Last year the amount appropriated for the general improvement of the river was \$250,000, in order to have made available the snag and log boom service, saying nothing about the iron boats it proposed for the general improvement.

A few thousand dollars expended at the present time better than any other service by a properly constructed dredging boat. But the government boats all laid up and commerce crippled in consequence of the general improvement appropriation. Neither would it be at all conversant with congressional legislation, that the subject to be manipulated by all who have any claims for the Mississippi valley have claims.

If we can secure the appropriation of \$500,000 for the Rivers, including the proposed improvement between served, and a large influence from all parts of the valley up the general appropriation bill.

It is fair to presume we can rely upon our Western men doing what they can to secure this object, consistently usually occupied in looking after the general interests to secure the services of some good, efficient man to go

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and, in connection with our delegations, do what lobby appropriation.

The object is worthy the effort, and no time should be

A public meeting of those most interested should be called upon, and there can be but little doubt of the result. E.

Two years previous to the foregoing communication, same paper referring to the necessity of protecting navigation bridge piers, and the necessity of larger appropriations

{For the Republican.&t

### RIVER APPROPRIATIONS, 1870.

*Mr. Editor:* It is a recognized fact that the public press enterprises are inaugurated, all reforms introduced, and a public enterprise of the present day seems to be railroad either city or country, without noticing one or more of some railroad already built, or building a new one. They glowing terms the great benefits to be derived by the city run said road, winding up by an earnest appeal to the public to the great enterprise.

This is all right, and indicates the proper spirit. And to develop the country, and whether those that pay for it which the public are not so much interested. But there to this I wish particularly, Mr. Editor, to call your attention throughout the West and South. I refer to our river in a stale subject, one that has already been exhausted, and let us see, before giving this matter up, what the facts proposed to be done.

The government, assuming control and jurisdiction of the only party to whom we can look to foster and protect the

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And what has it done towards improving or protecting commerce than our Atlantic ports combined? I apprehend of our rivers, by granting to railroads the privilege of to improve them.

Seldom a week passes that we do not hear of the loss of craft (saying nothing about the loss of life), while at the same time they are contended they are necessary evils and must be endured. It is known they can be constructed just as safely, if not so cheaply, as to interfere with navigation. It is only a matter of dollars and cents. Satisfied with granting to them subsidies by the millions, Congress seems determined to sacrifice the commerce they may ask.

The question is not unfrequently asked by individuals to avoid the terrible marine disasters that are so frequent: are we to be broken up, can nothing be done? Travelers on a trip on one of those fine boats, but so many accidents

Shippers complain of the exorbitant rates of freight because of dangerous navigation and the high rates of insurance and no insurance at all. Thus the whole community are directly affected on our rivers. And what measures of relief is the government taking? This entirely practical thing? Nothing, comparatively,

Three years ago Congress made a small appropriation, but in delay and perplexity in consequence of the red tape formalities he succeeded in completing the boats. Subsequently he was engaged for dredging, etc. With this little fleet he set to work on a given number of rivers, whose length embrace some 700 miles. Of the officer in charge, as well as those of his officers and men. Thousands of snags and other dangerous obstructions

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bars on the Upper Mississippi were excavated, and navigation about the time the officers and men engaged in the work were prosecuted to advantage, the appropriation of money was for the shore at Mound City for months, while the officers were engaged on the Northern lakes, and the men scattered to the four quarters.

If Congress ever gets through with reconstruction, and an appropriation bill, we may hope to get another appropriation which will sacrifice us to some railroad scheme. If no appropriation is made, the property will be worthless from decay, and will then be sold at auction, in the direction of Capt. Shreve 35 years ago.

The question that naturally suggests itself here is: Why do the maritime interests left so long to suffer, while the government is expending millions annually? To be sure, Congress has made some improvement of the rapids of the Mississippi. But the

contract for enlargement, and not finished yet for want of money — and will do more to obstruct the navigation of the river than the largest class of boats. So much for individual enterprise.

Now, Mr. Editor, if you and your cotemporaries through the subject of our river improvement, and ventilate it, and determine you do that of a railroad or other public enterprise, never presume to return to their constituents until they have secured the navigation of our rivers as safe from obstructions as that of a railroad.

This is entirely practicable, as has been abundantly proved. A sum of half a million annually, for a few years, will accomplish the work.

Can nothing be done to stimulate our representatives to the exercise of their rights? They have the power and ought to exercise it. E. W. GOULD.

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From about that time frequent conventions were held in which river improvements were freely discussed and many courses were suggested in the valley. Among others were the following: —

### "RIVER IMPROVEMENTS."

*Editor Republican:* In a recent number of the *Times* I have seen an article in which the writer joins issue with me on the consistency of the present system of river improvements (on other points by government engineers).

I submit whether it is fair or consistent to indulge in a course of criticism without suggesting some better plan.

It is in effect saying the river cannot be improved, and yet supposed to know of what they speak so often and so confidently. It is for Congress to conclude that it is not worth their time to spend money (in order to secure anything) the necessity or utility of river improvements.

I am not an advocate of the present system of improving rivers. I have been of the opinion that the engineers having the work in hand, could be done, with the best results, with the small appropriations. I have the experience that no large amounts need be expected, and I believe that their judgment would most speedily improve navigation.

That these have been the most judicious or the best that have been proposed I contend. I know of no precedents from which to judge of any stream in this country where experiments have been made. I know, except from theory, the effect that any given work would produce.

They know, as we all do, that by contracting the channels they would raise the water. But the cost of building and maintaining works of this kind present a matter of experiment. There is no doubt in my

improving the Mississippi as to secure a channel depth

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Louis to New Orleans of eight feet, except when the u

If that were done but little embarrassment would ever b  
always be water for all practicable purposes unless close

The best system to secure this result has never been su  
comprehensive one, except the one proposed by Capt. J.  
not my purpose to discuss at present, but rather to urg  
the necessary appropriation for the work.

I cannot agree with "Pilot" that by requiring from "ca  
pledge to try and secure justice to this great interest, w

We can get those pledges all the time and without any

Experience has shown that something more than a pled  
strict party platform, is necessary to secure the time an  
demands.

How many railroad subsidies and Credits Mobilier do  
secured by this passive policy, relying upon the justice

Congress is not a place to look for justice, and if we w  
the future as they have in the past.

Our claim is certainly just, but in order to have it res  
pledged, but who understand the tricks and are willing  
promotion of the work.

We need not expect to effect it in one session. The pub  
the work. Members of Congress from different sectio  
that appropriations for this great national work shoul  
small streams, bayous, inlets and unimportant landing

General appropriation bills are a kind of omnibus bill a  
hence every member is ready to jump in and load the th  
regard to any general good.

So long as we look to the general appropriation bills fo  
enough to amount to anything. That was fully illustra

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session of Congress. The bill was so loaded down with  
the right, when signing the bill, to cut off a large por

the whole amount of the river and harbor appropriation important ones and leaving those he recognized as projects named in the bill.

But being upon the eve of a presidential election, he had convictions. Even in this case, if we had had the right bill, and could have brought, in all probability, influence induced him to have allowed the amounts appropriated Congress.

Now we are left with less than enough to remove the surplus saying nothing about completing the works at "Horse

It is now too late of course to expect to accomplish much interest will unite upon some consistent plan of operation their projects there is no doubt of the result.

At one of the early conventions of steamboat men, held appointed to confer with the Governors of States border appoint commissioners — two civil engineers and two (recollection) — from each State, to confer with two good improving all navigable rivers.

This, that then seemed to be a judicious plan of common things have, looking to the general good of river interests

This or some more practical plan may be adopted, to success will only require the *votes* of its friends to keep it moving 1876.

## THE JETTIES AT THE PASSES.

*Editor Times:* I find lying on my desk a marked copy of 1879, in which the following paragraphs are encircled:

"It is a popular belief that the Eads jetties are a success

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"There is nothing really very wonderful in this popular of the press has been mainly exerted in behalf of this state

"The power of the newspapers is sufficiently great to business."

"When the cash is all expended, and the contractors can dredge-boat will be broken up, the materials sold for old channel will be allowed to fill up with Mississippi mud

Now, Mr. Editor, if you can tell the object of this uncertainty been accomplished that was contemplated by the contractors



favor upon our river improvement interests.

While there was yet any reason to doubt the success of the plan, the contractor, and even Congress, some other mode of improvement preferable, or who for

Among the latter might of course be expected General Ives and government engineers, and his subalterns who had year

But at this late day, after the work has in the main been completed, why this long continued opposition should be kept up, so closely identified with everything connected with the river, is passing strange.

The most charitable construction to be placed upon it is that they are "high," and are not willing to admit that possibly he w

Even if, as the *Avalanche* man suggests, the contractor had done the work when there are no more subsidies to be paid, the present depth of water, which is six feet more than has been obtained by dredging it has done, and at one-fourth the cost.

But according to my recollection, the government, by its policy for twenty years, to maintain the present depth of water, has no reason to suppose the contractor will care to abandon

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Of this no practical man who is at all acquainted with the river, will take the trouble to go down to the jetties and examine the

I am, therefore, forced to the conclusion that those who are so proud of the splendid achievement of Captain Eads are either ignorant

I have none but a common interest in the success of the work, and the man has accomplished so great a good to navigation as to be in so many embarrassing circumstances, sufficient time should be given before condemning it or his motives.

But what is most to be deprecated in this connection, is the conduct of members of Congress particularly.

While vigorous measures are being taken by those interested in the operation of members of Congress, and suitable appropriations for natural highways to the gulf, to have a continued tirade against the government has done or is trying to do to improve the river in that direction and prove to those members of Congress that the money appropriated for river improvements, that money is being put to benefits to navigation derived.

This, to some extent, may be true. But what work has more than it ought to have done?

The various plans that have been advocated, and in some Mississippi, are, of course, merely experiments, as the navigation, where improvements have been made to an

If the government should expend a few millions in the navigation of the great rivers of the West and South, fifty years, it would be no great matter. And it comes are to be the recipients of the benefits sought, to be con

Let us accept with gratitude what we can get and make

If we don't strike the right plan at first, or some contr

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gets away with more than his share of it, or the work

The work to be accomplished is worthy of many trials can hardly be expected that a system of improvements of this mighty valley can be successfully carried out without surveying, in theorizing and in experiments.

E. W. GOULD.

ST. Louis, December 17, 1879.

The following communication referring to debates in appropriation, is suggestive: —

### RIVERS AND HARBORS.

*To the Editor of the Republic:*

ST. Louis, July 5, 1888. — I see this "omnibus bill" is with what probable success of passing, "no fellow can endanger its passage, and although it has passed the Senate by no means certain it will become a law.

And yet the friends of the Mississippi river, the main which hinge the benefits accruing to all others in the valley coupling its fate with that of all small streams, creeks

The importance of this navigation, and the peculiar character from the mouth of the Missouri to the Balize is such that legislation by Congress, ought to be recognized and if the measure would unite and step boldly to the front, and merits, there is but little doubt of its being recognized in opposition to include it in the general appropriation bill necessary legislation, and insure regular appropriation

proposition be rejected for years, but little would be lost if the money now being doled out from year to year when any are asked for by the men and to engineers in charge of the work, what could be done by appropriations.

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The general public only know how little has been done in all these years, without knowing *why more has not been done* with suspicion upon every appropriation that is asked for to improve the navigation of those great national high

Senator Plumb struck the keynote to the present system last Saturday in discussing Senator Vest's proposition

He said "while he had never voted for a river and harbor appropriation of \$50,000,000" if there was any guarantee he denounced the system of small and inadequate appropriations for navigation.

He said he "was opposed to dumping it into small streams

I think, however, the Senator from Kansas is in error in his government.

If correctly reported in *The Republic's* special of July 2, 1892, the engineer corps without gloves, and declared they knew nothing. They were fancy military men who employed practical men in society," etc., etc.

That is probably true in many instances. But to charge the government and employ others to do their work, is not true when applied to the river improvements in the Mississippi valley for the past 20 years. The departments are such that it is necessary for the official to be a tape, and work is often delayed in consequence. But that is not the case. My acquaintance and observation goes to show that the government engineers on the river and its tributaries have been good business men, and in knowledge of the wants of navigation, with qualified and unskilled labor, in the prosecution of their

Failure on the part of the Congress to make sufficient appropriations for successful termination, or to fully test any proposed plan for the inefficiency of the engineers.

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The truth is, the government has undertaken to do too much. As it is kept, the improvement of such rivers as the Levee on the Arkansas, is yet an experiment, so far as the best, the government is doing it is concerned.

Although the system adopted by the Mississippi River seems probable to be entirely successful on such streams

Senator Vest's proposition to dispense with the service undoubtedly a step in the right direction, and another river and harbor bill the proposed appropriation for the improvement of the Mississippi. Although, considering his constituency and his own feelings, he may feel justified in making that effort now, even though his long observation for the last thirty years, I am satisfied, has shown that any more small appropriations, unless it was for the improvement of the river and towns.

The Senator has seen in the time mentioned the river commerce the employment of sixty regular steamboats between St. Louis and New Orleans. At that time, except two or three small boats yet running at the mouth of the Missouri valley has increased in that time probably 1,000.

Agreeable to the bureau of statistics at Washington, the cost of the improvement of the Mississippi for the time specified above.

It is safe to say, however, that all the benefit that has been derived from a large amount of money has been counterbalanced by the cost of the improvement.

It requires no further argument to show the fallacy of the argument in favor of the small appropriations that have heretofore been made.

If the experiments that are now being made on the Mississippi and the Gulf of Mexico are successful and secure good, permanent navigation, the practicability of appropriating large and sufficient sums for the improvement of all streams of like character.

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Then it may be possible, and even practicable, to secure the improvement of the Mississippi as to make it a competitor for the transportation of the railroads that are now monopolizing the entire commerce of the country. Congress to continue appropriations for the improvement of the Mississippi necessary to accommodate the commerce of the country, if they can be successfully improved, is unwise, and involves a great loss on the Mississippi and other streams that are of great value.

If the friends of the Western river improvements, both on the Mississippi and the Gulf of Mexico, will adopt the same tactics to a less "log-rolling," or, as Senator Vest puts it, "log-rolling," secure in the end more satisfactory results.

E. W. GOULD.

"Capt. E. W. Gould is recognized by all as most competent in the improvement of the Mississippi and their commerce, and the following communique from our merchants, shippers and steamboatmen:" —



## PRACTICAL EFFECT OF DEEPENING THE MISSISSIPPI RIVER TO CAIRO.

*Editor Republican:* There seems no time so appropriate for me to address the  
business men, as when their business is being seriously

That such a cause now exists in consequence of the ice embargo, and  
with your indulgence, to call the attention of shippers to the  
suspension of navigation between here and Cairo.

It has now been nearly three weeks since navigation has been  
will remain so for some weeks to come.

I question if there can be found a man in the city, who does not  
not agree that if there were eight feet of water in the channel, the  
interruption of navigation up to the present time.

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I leave it to those most interested to determine the amount of  
the ice embargo this winter.

It is claimed by many good practical engineers that it is not  
science to so deepen the channel from here to Cairo to a great

If this is practicable, as I believe it to be, it would insure  
some years, and but a short suspension in others. By deepening  
which must necessarily follow, if made permanent, the ice can  
be easily removed by straightening the river at those points of  
liability of an ice blockade, except in very severe weather.

The principal liability would be in extreme high water, when  
and the current checked so that the ice will not run out. If  
there need be no difficulty in keeping the river open at all times  
any other boat, through it as often as might be found.

The only formidable objection that can be raised to this plan is  
whether the damage to commerce is not (every winter) so great as to  
sufficient to pay the entire cost of the improvement — during  
during the usual low-water season.

The government has long since recognized the importance of  
inadequate appropriations to improve the navigation, and has  
comprehended the magnitude of the work, and its great  
appropriations have generally been frittered away without

The people of the valley have now so far waked up to the  
reasonable expectation that Congress will indorse the re-organization  
appointed by the President on the Mississippi River, and  
inaugurate the work.

This will be a great point gained, and will almost insure completion.

But this proposition is confined to the river below Cairo several years

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unless active measures are taken by citizens interested in it and in the country above.

The present blockade is very suggestive, and there is no interest at the present time, would do much to secure the pressing and immediate necessities.

It is only by active and vigorous measures that we can clear the river in the near future. E. W. GOULD.

ST. Louis, December 10, 1880.

## IMPROVEMENT OF MISSOURI RIVER.

ST. Louis, Nov. 17, 1882.

*Editor Republican:* There seems to be some apprehension that the \$800,000 appropriated by the last Congress for the improvement upon a *general system* of improvement along the whole length of the Missouri River, from St. Louis to the mouth of the river, a distance of 800 miles, according to plans submitted by the War Department, is a grave mistake if not a blunder, and will demand an investment of more than the works or the proposed work of improvement cost.

Agreeable to estimates made and submitted to the Secretary of War, especially in charge of this work, it was estimated to require a minimum depth of water of 10 feet in the channel the whole length of the river appropriated at one time, and subject to the draft of the War Department for.

This or any other sum might be considered a prudent investment, even the possibilities that any such sum can ever be secured. It is to be done by appropriations, from time to time, agreed upon, and undoubtedly cost double the amount of the estimate, if not more.

I doubt if there is a man living, whose opinions are valuable, who would plan of improvement involving the probable cost of this

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work — between Kansas City and Sioux City — certainly

A glance at the map will convince any one, who is not  
lakes or to tide water is so much less than by the mean  
portion of the country will never seek the river route w

#### HOW TO EXPEND \$800,000.

The distance from the mouth of the river to Kansas C  
with the bridge piers, properly protected, the removal o  
dredging at certain points, the navigation may be mad  
probably consistent with the views of Congress.

There is no need of ten feet of water in that river. If si  
practical purposes for twenty years to come.

Such is the competition with railroads even now, that  
points on that river as to most others the same distanc

If the present appropriation of \$800,000 is frittered a  
general system of improvement, nothing beneficial to  
we can judge anything from the present temper of the p  
appropriation for river and harbor improvements will l  
are too many of them in the West and South to jeopard  
improvements not necessary to the commerce of the co

Would it not be far better and more consistent with the  
present appropriation and expend it in doing what is kn  
than to launch out upon an untried and doubtful theory

It is well known the character of the Missouri and Mis  
very similar, and as the system adopted by the "Missis  
prudence would certainly suggest the wisdom of waiti

Members of Congress from Missouri, Kansas, Nebr  
so largely in securing

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the appropriations for river improvements the last sess  
navigation on the Missouri, will recognize the propri  
well knowing that unless satisfactory results are secur

The whole amount of this appropriation can be judicio  
in the manner I have intimated, and good results secur  
experiment.

E. W. GOULD.

## Chapter XLVII. First Improvement

IN 1699 and before any settlements had been made in th  
river partially obstructed at one point by a drift pile wh  
This was probably the first attempt to improve the nav

In a statistical work recently issued by the Treasury Department, Switzler the following interesting statistical account is given:

The great diversity of opinion on this important subject is shown by the following quotations from this valuable work.

While it is principally local, and confined to the Lower Mississippi, it involves the question of river improvements throughout the entire length of the river.

"It is now recognized by the Mississippi River Commission that the only way to improve the river is by deepening the channel, and that whatever is done to restrain the river is to cut out its channel and to give deeper water and better navigation. This is the policy enunciated by the Commission in its first report, and it is now being carried out by the levees, recognizing them as important elements in river improvement. The amount expended on levees by the several lower river States is \$10,000,000. The expenditures for the improvement of navigation. They are \$10,000,000.

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undoubtedly had that effect, as was well shown by the fact that the river was always deepened in the earliest day, the river was always deepened. The levees were frequent obstructions. As a matter of fact, however, the intention of deepening the Mississippi, nor, indeed, was the river constructed wholly for defensive purposes to protect the river.

The first work of the new settlers on the Mississippi was in protecting themselves from overflow, but without any other view.

### FIRST WORK BY THE FRENCH.

The first regular river improvement was that attempted by the French, the purpose of removing the bar from the mouth of the Mississippi, allowing the easy entrance of its largest war vessels. At that time the depth was only 6 or 8 feet, and while this was sufficient for the service of the men-of-war seeking refuge in the river. This work followed for many years afterward. It consisted simply in dredging the places, stirring up the mud, which was carried away by the current. The required depth was obtained, but it was only for a short time.

While some records exist of the work done on the levees, there is very little said about river improvement. The only work done which had the effect of deepening the channel, the dredging, and the removal of snags and logs.

The Spanish Government, which devoted itself very assiduously to the material resources of the country, cleared out the mouth of the river, gave better connection between the Mississippi and the Gulf of Mexico, a deep, navigable stream along all that portion of the Mississippi where there was really nothing to be done save to keep the mouth clear of drift. The first was done by the Government, the latter by private enterprise.



although once or twice officers assisted in removing a  
up in large masses, affecting navigation more or less.

The cession of the country to the United States caused  
purpose of river improvement, although that was inci  
the time of the battle of New Orleans an important wo  
order of General Jackson, of a dike over Bayou Manch  
River with the Amite, or Iberville, and Lake Pontchar  
sea. It was frequently used for purposes of navigation  
this route that Bienville and his men entered the river fr  
coast, thus avoiding the danger of a trip through the C  
Jackson's purpose in closing the bayou was not river in  
offered the British an easy entrance into the Mississipp  
view now taken of river improvements by the Mississ  
being the first step towards closing outlets and thus co  
forcing it to cut out and deepen that channel.

The large number of people who about this time came  
upper country, but particularly from Kentucky, Tennes  
some improvement of the river, or rather in the remov  
sawyers, etc., that had previously existed. The work w  
nothing, and the United States Government did not rec  
1829, when it inaugurated, under Captain Shreve, the  
boatmen themselves had removed, in their passage dov  
and rendered the navigation of the river dangerous. Th  
its banks, rafts and logs were being floated down, barg  
the river was far more dangerous than to-day. When th  
contemplated making her trial trip to New Orleans, a s  
and see what were the obstructions in the way and to re

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### CAPT. SHREVE AND THE CUT-OFFS.

The snaggy condition of the Mississippi was such at  
going down stream ever reached New Orleans, the oth  
losses were so heavy that the captains, pilots, and own  
petition to Congress asking for the removal of snags.  
but finally Congress recognized its obligations in the  
Captain Shreve, who commanded the fleet, did good w  
snags, and within a short time had cleared out the rive  
end. New logs are constantly floating down, and the sn  
been fighting this danger, save during those few years  
for it. Captain Shreve, who was one of the earliest rive  
snag removal by a very unfortunate act. At that time, t  
shorten the river — smooth out the wrinkles, as it wer  
grand scheme by what is now known as Shreve's Cut-o  
Mississippi some 12 or 15 miles. The evil effects of th  
Louisiana endeavored to offset it soon afterwards by r  
While these cut-offs did not affect the Mississippi it  
Ouachita, and Atchafalaya Rivers, and have caused th

dollars to set right this ill-advised attempt at river imp

Cut-offs became fashionable, and all along the river at course. To such an extent was this carried in the mad s legislatures of Arkansas and Louisiana declared it a fe

Within six years of the recognition by the Federal Gov the way of at least removing the snags, Louisiana org and Mississippi did something towards improving th into the Mississippi. Both States had received donatio improvements, and the

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proceeds coming from the sale of these lands were exp and in river improvement.

This, however, was far from all that the river States d in favor of river improvement by the Federal Governm and Western press for some time, and finally culmina the country.

#### MEMPHIS RIVER IMPROVEMENT CONVENT

In 1845 the great river improvement convention met in conventions that year in that city. At the first six State with about 500 delegates, and the president no less a pe not called specifically in the interest of the Mississippi. In 1847 another river and harbor convention assembled a have since become noted in our country's history, as A Corwin, Robert C. Schenck, Dudley Field, John C. S large convention was assembled at Burlington, Iowa, a the Rock Island and Des Moines Rapids of the Missis Dubuque, Iowa, and the following year witnessed ano has scarcely a year passed that conventions have not bee of the Mississippi.

The four principal improvements demanded for the riv

(1) The improvement of the passes so as to allow vesse the Gulf.

(2) The improvement of the channel of the river so as particularly that portion of the river lying between Sain feet is demanded.

(3) The removal of obstructions in the river and its tri Rapids, the falls in the Ohio opposite Louisville, the navigation.

(4) The prevention of overflows by crevasses, floods,

and freshets, whereby the fertile alluvial lands lying on  
and the course of the river itself obstructed with bars,

These demands have all been more or less recognized; the  
Government had already recognized its obligations to remove  
obstructions, and had had its snag-boats at work for years  
at the mouth of the river and in attempts to remove the

### SHIFTING OF THE CHANNEL AT THE PASSES

The necessity for the improvement of the passes was a  
Spanish Government had worked at them on the system  
United States followed with the same system, and the  
unsuccessful attempt to secure deeper water by dredging  
of United States engineers.

The Mississippi River, at its mouth, is constantly changing  
passes. Since La Salle discovered the mouth of the river  
which vessels plying to and from New Orleans have sought  
the Northeast Pass was the one chiefly in use. Since then  
have been successively employed.

In 1835 Congress appropriated \$250,000 for the work,  
improvement. A survey of the work and preparation for it  
exhausted the appropriation, and several years elapsed before

The deepest mouth of the river at that time was North  
water, a depth whose inadequacy for the commercial trade  
expressly for the carrying trade between New York and  
tons register. Surveys and reports of the passes were made  
after the survey of 1837 Northeast Pass, then the chosen  
up; but Southwest Pass was found to answer present purposes  
and it continued to be used with tolerable facility until

draught of ships brought a new difficulty, and, "owing to  
Orleans, Congress ordered an exploration of the region  
the deepening of the channel of the river." While various  
less than 1,000 tons were grounding on the bar.

In 1852 there were no less than forty ships aground on the  
them being compelled to lighten their goods, and some  
safely off the mud lumps. That year \$75,000 was appropriated  
army officers appointed to suggest a proper plan of opening  
bar.

The system of stirring up the bottom and dredging the  
that failed, the building of jetties at Southwest Pass 5

lateral outlets; finally, should this fail, the digging of a convenient point, from the river to deep water in the Gulf bottom, recommended by the board, was approved by the board and accordingly entered into for deepening the Southwest Pass and keeping open, by contract, ship-channels through the Pass à l'Ouvre. A contract was awarded to Messrs. Crocker and Company to dig a channel 18 feet deep and 300 feet wide, and for maintaining that channel on the east side of Southwest Pass a jetty about a mile long, and the channel to 18 feet, which depth was maintained during the passes were neglected. In 1868 a system of dredging with propeller dredge was constructed at a cost of \$350,000; these two boats worked for three years, but in 1873 the dredging could not maintain a depth of 18 feet.

The great loss occasioned by the detention of vessels at the mouth of the river and the loud demands for the deepening of the passes from the

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and men in the South and West that Congress, recognizing the need for the improvement of the mouth of the river. The two main

(1) The construction of a ship-canal from Fort St. Philip to the Gulf, a commission of army engineers that had examined the project estimated, would cost \$13,000,000.

(2) The building of jetties at the mouth of the river, a project which had been successfully in Europe in deepening the Danube, Vistula,

### THE EADS JETTIES.

The jetty scheme was strongly advocated by Capt. James B. Eads, who had constructed the Saint Louis bridge, and had been engaged

### DIFFERENT PLANS PROPOSED.

In February, 1874, Mr. Eads made a formal proposition to Congress for the improvement of the Mississippi River, by making and maintaining a channel to the Gulf of Mexico for the sum of \$10,000,000 at the rate of one dollar was to be paid by the Government until a depth of 18 feet had been obtained. The remaining \$1,000,000 for each additional foot had been obtained. The remaining \$5,000,000 was to be paid by the Government, each, conditional on the permanence of the channel during the life of the vessel with vigorous opposition and denunciation.

When the matter was first submitted to Congress an act for the construction of a Fort St. Philip Canal, which passed the House by a majority of 100, was defeated. In the Senate, however, the canal scheme was passed. A Select Committee on Transportation Routes to the Sea was appointed, and the committee asked to be discharged from further consideration of the report as a substitute for it a bill authorizing the appoi



engineers — three from the Army, three from civil life  
to whom this

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question as to the proper method of opening the mouth  
to report at the next session of Congress.

The report of this board was presented to Congress on  
proved favorable to the jetty plan, the board recommended  
report, Mr. Eads made a new proposition to Congress  
Southwest Pass. A bill embodying this proposition was  
passed it ten days afterward. In the Senate, however, S  
selected. The act became a law March 3, 1875.

The terms were that Captain Eads was to obtain a chan  
in thirty months from the passage of the act, and havi  
\$500,000 for every additional 2 feet in depth, with co  
30 feet and a width of 350 at the bottom were obtained.  
payments, for maintaining the channel. Up to that per  
amount to \$4,250,000, with \$1,000,000 in addition  
Government for a certain specified length of time as s  
secured. There was also a provision in the contract whi  
twenty years, for maintaining and keeping the jetty w

The jetties extend from South Pass across the bar into  
constructed was 12,100 feet, or nearly 2 1-3 miles; the v  
total length is only about 1 1-2 miles, the difference bei  
banks on the west side of the pass. Without entering i  
constructing the jetties, their mode of structure may b  
in layers and weighted with stone, and on this foundat  
surmounting innumerable engineering difficulties and  
character, Captain Eads achieved a glorious triumph i  
practically completed in July, 1879. At the head of the p  
wide was obtained and certified to July 10, 1879. Since

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that date the semi-monthly surveys have shown constan  
head of South Pass, with only 14 feet of water over it,  
the channel, was completely removed, and the depth of  
than that in the two larger passes on either side of it. A  
1875 struggled feebly against the frictional resistance o  
construction of the jetties, a strong and living force, v  
far into the great depths of the Gulf, and carved out fo  
the wants of commerce. The minimum depths throug  
clearly indicate the efficacy of the scouring process ca  
10.2 feet. In 1876 its greatest depth was 23.5 feet in Aug  
reached 24.2 from October 25 to December 14; its least  
in December and 25.4 in March. In 1879 it was 31.7 feet  
depths were, June, 31.4; July, 30.8; August, 32.0; Sep

December, 30.8. In 1881 the greatest depth was 33.8 feet. In 1882 it was deepest in September, being 31.9 feet; its least, 30.2. In 1883 the greatest depth was 33.4 in June; its least, 30.2.

Since then the jetties have been put to the severest tests. They have been put to sea with the largest cargo ever leaving New Orleans, 10,000 bushels of grain, 10,750 staves, 1,000 tons of coal, and a large vessel drawing 25 feet 4 inches. The *City of New York* was a comparatively narrow ship, whereas the *Silt* was nearly as broad at the bottom as at the top, being a large ship. The New Orleans and the Mississippi Valley by reason of the low water shown by Hon. Joseph H. Burrows, of Missouri, in a report on the River, in which he stated that the transportation rates from the Valley, at Saint Louis by river to the seaboard

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at New Orleans during the three years 1877, 1878, and 1879, was less than by rail to the seaboard at New York. That, owing to the fact that the 14 Valley States could be shipped from Saint Louis to the seaboard with an annual saving to the seaboard at 10 cents per bushel, \$135,572,328.

The following table is taken from the annual report of the Army Engineers and gives the lowest depth and width of the 26-foot and 30-foot channels to surveys made in May and June, 1887, respectively:—

Distances from east point in feet.	Month.
0 to 2,000	May June
2,000 to 4,000	May June.
4,000 to 6,000	May June
6,000 to 8,000	May June
8,000 to 10,000	May June
10,000 to 12,000	May June

Beyond the ends of the jetties there is a central depth of 29 feet from the jetties to the sea; the 26-foot channel is 210 feet wide at the head of South Pass.

At the head of South Pass, that is from the main river to the seaboard, the 26-foot channel is very wide.

Above Goat Island the central depth is 29 feet, and the 26-foot channel is 210 feet wide.

Near Grand Bayou the central depth is 28 feet, and the 26-foot channel is 210 feet wide.

## EXPENDITURES AT THE PASSES.

The following are the expenditures at various times of deepening of the passes, other than the contract with C

Year. For what expended.

1829 Survey

1836 Increasing depth

1837 Removal of obstructions

1850 Survey

1852 do

1852 Opening ship canal

1856 Improvement of South Pass and Pass À l'Outre

1866 Improving mouth of river

1867 do

1868 do

1869 do

1870 do

1871 do

1872 do

1873 do

1874 Improving mouth of river and survey

1875 Improving mouth of river

1876 Improving mouth of river and survey

1877 do

1878 Survey

1879 do

1880 do

1881 do

Total

Expended by the Government for the construction with Capt. James B. Eads

Total

## MISSISSIPPI RIVER IMPROVEMENTS.

In respect to the improvement of the Mississippi River was done save at the mouth before 1878. This was due fully recognize its obligations in the matter, and because deemed sufficient improvement. The first work under of that stream at the Des Moines.

In 1868 Congress made an appropriation of \$40,000 for the River. It had previously set aside \$3,352,040 for the sr

service on the Western waters. This service was not counted included work on its leading tributaries — the Ohio, 1 cent., or \$1,340,800, may be counted on as having been which, with the special appropriation of \$40,000 in 1

that river \$1,380,800 up to 1879. Since 1879 the expenditures on the Missouri have been \$495,349.77. Allowing 50 per cent, the total snag expenditures since 1879.

In 1878 the river and harbor bill included a number of appropriations for the harbors of the chief towns.

Memphis harbor received  
 Vicksburg  
 New Orleans  
 The mouth of Red River

In 1880 the appropriations were: —

Memphis harbor  
 Vicksburg  
 Natchez and Vidalia  
 New Orleans

In 1881, the following: —

Memphis  
 Vicksburg  
 Natchez  
 New Orleans  
 The Passes

The following are the amounts expended on the improvements of the River Commission: —

Years.	For what expended.
1871	Gauging
1874	Improvement of the alluvial basin
1776-'78-'79	Gauging
1878-'79	Protection of harbor of Memphis
1878-'79	Protection of harbor of Vicksburg
1878-'79	Protection of harbor of New Orleans
1880	Harbor of Memphis
1880	Harbor of Vicksburg
1880	Harbor of Natchez and Vidalia
1880	Harbor of New Orleans
1881	Harbor of Memphis
1881	Harbor of Vicksburg
1881	Harbor of Natchez
1881	Harbor of New Orleans
Total expended on river improvements previous to river removal of snags	



In the meanwhile in 1879 Congress had passed the bill of seven members, to suggest a plan for the general improvement of the work done. Under that body the work has since been done with larger appropriations than formerly. The following are the amounts expended for the improvement of the river under the Commission:

1881	\$1,000,000
1882	4,123,000
1883	1,000,000
1884	2,065,000
1886	1,994,057
Total	\$10,477,855

Of this there has been expended for channel work, as detailed below—

Location.
Memphis harbor
Helena reach
Choctaw reach
Repairs to plant
Greenville harbor
Vicksburg harbor
Lake Providence reach
Natchez and Vidalia harbors
Red and Atchafalaya Rivers
New Orleans harbor
Cubit's Gap
General service.
Total

The following is the levee work done in the same districts:

Tennessee: Lauderdale.

Mississippi: Tunica and Coahoma; Bolivar Riverton  
Ben Lomond.

Arkansas: Mississippi, Long Lake, Philips, 'Possur

Louisiana: East Carroll, Madison, Tensas, and Concordia  
Coupée Morganza; general protection Atchafalaya Basin.

The apportionment among the several States was as follows:

Tennessee
Mississippi
Arkansas
Louisiana
Total
Total amount expended by river commission between 1879 and 1886

## LOUISIANA AND RIVER IMPROVEMENTS.

Among the river States, Louisiana has led by a long distance. This was due largely to the fact that it was first settled, and its settlements were almost all along the river. For the sake of communication with markets, it was necessary to keep the river open, and to remove obstructions.

Louisiana, in consequence, expended more upon its levees and lower Mississippi States. There were some improvements made by the State governments, especially at the passes, as already narrated. Some levees were constructed to cut off that outlet.

In the early days of the State a large amount of work was done by steamboat men and keel-boat men. The Mississippi and its tributaries were full of logs and snags, and navigation rendered dangerous. The State gradually removed themselves, opening most of the streams. The cost of this work. If, however, the work done in Louisiana can be estimated on the basis of that subsequently undertaken by the State engineers the expense of river improvement between 1800 and from 1815 (when the steamboats began running) until 1833 can be estimated for the whole period. This, however, is merely an estimate done by the State.

After 1833 the statistics are reliable and authentic as the State boards carrying on the interior improvements upon which they are to present full itemized reports to the legislature. These reports show their cost. The great aim of the State government at that time was to open the route to market, which was done partly by the improvement of the river by means of public roads. In 1833 the legislature of Louisiana passed a law for the improvement of the State and particularly for cleaning up the river and other obstructions. The first work undertaken was the

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removal of the rafts obstructing the Atchafalaya and Grand River, and the navigation through these streams to the Attakapas.

## WORK AT MOUTH OF RED RIVER.

It became, at the same time, necessary to improve the lower Mississippi, that stream and the Mississippi, which had been injured at the mouth by Captain Shreve, on behalf of the United States.

The board worked zealously at these two enterprises, and in fifteen years afterwards, complaint was still made about the river to navigation. The opening of that stream moreover had been done at the Red River. When the raft was partly broken and removed the river soon washed out the light deposits in the channel, and the Red River and divert that stream from the Mississippi.

The board of public works had complete charge of all the income being derived from the public improvement of Louisiana for its internal improvement. The work done was the removal of rafts, dredging of the streams to give them intercourse between navigable rivers. The board had the boats and occasionally chartered other vessels. The operations were on Bayou Atchafalaya and Bayou Plaquemines, on Bayou Bonfouca, Bayou Plaquemines opened to the Mississippi, where it was drifting and causing the Atchafalaya raft; on Bayou Bayou Roundaway; Macon, throughout Bayous Bartholomew. The United States had undertaken the removal of the obstructions at Alexandria, known as the "Rapids," or Falls. Louisiana and an arrangement was made with the United States on the State specifications for slightly less than the legislative

The work was done mainly with slaves owned by the board, but some were not found

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satisfactory. The expense for labor, therefore, was small, \$54,895.54. Of this, \$5,000 was expended to Bayou Cadeau by the legislature. All but \$1,017 was expended on the Mississippi at the junction of Bayou Plaquemines and the Mississippi. The floating boom proved to be of only temporary benefit, and to remove the logs gathered at the mouth of the bayou and

In 1846 the State had at work three boats and 114 men. It had a steam machine. The total expenditure, aside from work on the improvement of streams, the dredging of channels and levees, was \$50,000 to \$85,000 a year for the next ten years. The State continued the improvement until the war broke out, with from three to five boats and slaves, the principal work being done in Bayous Bonfouca, the Mississippi, Red, Grand, and Atchafalaya Rivers. A contract was made by the State with a Mr. Hoard to cut off the cause a cut-off in the Mississippi River at that point. The cut-offs, and it was proposed in this way to straighten the river with levees. And as Captain Shreve had made his cut-off in the States so Mr. Hoard developed Raccourci Cut-off in Louisiana. The work was done in defiance of the advice of the State, consisted simply of a canal cut across the head of the Bayou, poured, and in a very short time found its way, leaving Louisiana made a grave mistake here. Instead of lowering the levees and the parish of Pointe Coupee below has suffered severely. It has been compelled to raise its levees several feet until they are higher than of this work was to close up Old River, the connection between Louisiana followed immediately after the making of Raccourci Cut-off of the raft in the Atchafalaya.

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**SWAMP LANDS DONATED BY THE GOVERNMENT**  
The unsettled condition of a large portion of Louisiana floating down the Mississippi from the new settlements necessary to keep up this work of improvement. Thus Grand Rivers and at the junction of Bayou Plaquemine had to be removed. Although the work of improvement and the State engineer, it was really directed by the legislature. The streams should be improved or cleaned, in much the same manner as the State engineers today. The legislature passed, for instance, 132 different acts in regard to river improvement and also providing for the cleaning out and improvement of the same length.

In 1852 commissioners were appointed and money appropriated for the improvement of the falls in Red River. The work was let out, but nothing was accomplished, and the reports declared a loss of \$1,000,000 since been removed by the United States.

The donations made by the United States to the State of Louisiana, within its limits, to be used for the redemption of these lands and the improvement of the streams. The State was divided into districts, and a commission in charge of the management of the swamps was appointed on there. The work undertaken was of a colossal character, including the digging of canals, drainage of the swamp lands, and the improvement of the rivers. Some of the most important works undertaken were ordered by the legislature. Some ideas were arrived at by the fact in a single district, the second, in 1853, were made out of this swamp fund. It is true that the value of the lands there was a handsome balance left to the credit of the fund. The improvements may be imagined from this total. The length of levees and the

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digging of canals, not so much for the improvement of the land by properly draining it. The work of river improvement during this period.

In 1854, notwithstanding what had been already done in 1853, the legislature found it necessary to let the work of cleaning out the falls for \$15,000.

In 1855 Louisiana undertook the improvement of the Old River without securing any benefit there from beyond a survey. It calls attention to the increased danger of obstruction at the falls. A report declared, to the constant service of a dredge boat that at any season when the Red River shall have no rise, the channel into it will most probably be barred up."

A timely warning this, for no other point on the Mississippi in the States and Louisiana engineers than this.



In 1856 the State force at work included three snag-boat engineers were also allowed to use, for the space of a year at the depot. The work to which this force was principally directed was the Atchafalaya, the removal of the falls in Red River at the mouth of Red River where it joins the Mississippi. Innumerable improvements, dams, locks, etc.

In 1859 the State appropriated \$35,000 for Old River at a time when it had become a chronic nuisance. Frequent appropriations were made, scarcely a year passed without it having been attended to in some way only a short time, and each report closes with the statement that it is temporary. On this point and the Atchafalaya, the bill was amended and expended. In 1860 the State finally came to the conclusion that it could be maintained between the Red and the Mississippi at the mouth of the Atchafalaya where it joins Old River — a Commission to-day. This work was ordered by an act of the Legislature.

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war. The cost was estimated at \$996,000. Another plan was proposed for the Plaquemines (since done) and its connection with the Mississippi (approved favorably by the United States engineers) the cost of which was estimated at \$1,000,000.

In 1860 the appropriation required for the execution of the work was \$1,288,765. Acts were passed by the legislature appropriating the money and there is little reason to doubt that they would have been executed if not for the hostilities, however, were even begun; and during the few years of the hostilities, the board of work confined its attention wholly to the execution of the work.

It is difficult to arrive at the amount expended by the State for the improvement. The appropriations of the legislature are not uniform, in some years to \$500,000 and \$600,000. The expenditures of the engineers, and the commissioners of the four swamp-lands, for navigation, of drainage, for the opening of rivers, reclamation, and even of roads, and these are always very much mixed together, and it is difficult to disentangle them, but only by going over the expenditures of the negro slaves, the cost of whom was an important item in the work. The boats having cost the board of works no less than \$275,000, and the negro slaves, and a request made that the State vote \$250,000 for the purchase of negro slaves. The engineer estimated in his report that the work could be done by whites. In the following tables below, therefore, the estimate is included the negro slaves purchased, as well as the direct cost of the work. These and the salaries of the State engineers and the actual cost of the government work were the sole expenses, for there were no negro prisoners in the penitentiary were used in the State work. This is satisfactory. Later, the runaway slaves impounded at the depot were sold.

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Rouge were required to labor twelve months on the go

The following shows the amount expended by the State for the improvement of the navigation of the Mississippi, the amounts expended for levees, dikes, etc., and represents the cost of removing rafts, logs, sawyers, and snags, for booms, for the outpour of the river, for cleaning outlets, and in general for the improvement of the navigation of the Mississippi. It also shows the amount expended for levees, for the protection of land from over

#### EXPENDITURES FOR RIVER IMPROVEMENT

1833 to 1840	\$445,000
1840 to 1845	302,000
1845 to 1850	317,000
1850 to 1855	212,000
1855 to 1861	377,000
Total	\$1,653,000

The amount expended during this period for river improvement was small, as the State boats went from stream to stream. A rough estimate can be made of these expenses, as about \$60,000 has, indeed, been scarcely a year when the steamboats had been introduced for the improvement, and they estimate their expenditures on the river. The Government has taken charge of the rivers at \$5,000 a

The war that followed interrupted all State work except that towards the improvement of the Mississippi and its tributaries, and render them inaccessible to the Federal gun

In 1865, immediately after peace came, an important work was undertaken by the planters of the immediate neighborhood in the close proximity of a troublesome point on the Mississippi, and as early as 1866 a raft was sent for here the logs drifted from the Mississippi, interfering with the navigation of the Atchafalaya with a raft. The river showed, moreover, a need of improvement, necessary both in the interest

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of its navigation and the protection of the interior country. A lock was made by the State engineers some eight years later, and the bayou was cleared by the people of Iberville. A survey has since been made, and to the reopening of the bayou with a lock.

#### A NEW POLICY.

With peace, the State did not return to the river improvement. Both the levee board and the board of public works were wholly to levees. The United States had fully undertaken the removal of obstructions which had previously constituted so large a part of the work of improving the navigation of the Mississippi and its tributaries. Louisiana interested itself were at the head of the Atchafalaya, the Mississippi and the Red River Falls. For Old River

but the contract became involved in litigation and another improvement of the navigation of the Teche was begun. At a large expenditure of a large sum it was abandoned *in toto*. At the Mississippi at Waterproof, but without success.

The recognition by the Federal Government about this improvement and the appropriations for the chief river away with the State work. The only State river improvement construction of a dam across Ton'es Bayou in Red River. Federal Government, and the improvement of Old River, Atchafalaya. The last work undertaken by Louisiana Government had done at the mouth of the Red River, and people who found themselves cut off from the Red, Old \$20,000 for the improvement of navigation at Old River. Engineers, assistance being given by the steamboats and of \$7,220, the river was opened to navigation.

Since then, the State has done nothing save in the work

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leveeing and draining. A considerable amount, however principally by the steam-boat men, to improve the navigation at Little Devil's Bar, on the Courtableau, a tributary of the river, mainly in labor in the use of boats and men rather than estimate it exactly. It can only be done on the basis of time. The expenditures from 1865 to 1887 for river improvement by State and \$115,500 for the parishes, planters, citizens, and the greater portion of this period, the work of river improvement by the United States engineers, and the State thus relieved

The following table gives the amounts expended by the State for the improvement of its streams during the present century for purpose of navigation, and includes none of the expenditures for the protection of land from overflow or the rederivation to the Mississippi and its immediate tributaries, which is the Red and "the Father of Waters," and the Atchafalaya and the improvement of the Mississippi: —

Estimated work done mainly by private individuals, some with some assistance from the planters, 1803 to 1833	\$1,000,000
Work done mainly by State and districts under boards of navigation, 1833 to 1861	1,000,000
Work done by State, parishes, and private individuals, 1861 to 1888	1,000,000
Total	3,000,000

As near as it can be divided these expenditures were: —

By State	\$1,000,000
By parishes, town, and districts	2,000,000

By private individuals, companies, steamboats and others.  
Total

The five chief items in this total were: —

Dredging the mouth of the Mississippi.

Dredging and improving the connection of the Red and

Removing the Plaquemines and Atchafalaya raft, a work of  
twenty years.

Removing snags and obstructions.

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It is safe to say that three-fourths of this sum went for

### APPROPRIATIONS BY THE SPANISH AND FRENCH GOVERNMENTS.

There are no records whatever of the expenditures for the improvement of the river in the French dominion, although several references are made in the reports of the French Government to the mouth of the river. Judging by the experience in later years, the work at the passes under the Spanish and French Government was not very extensive. Improvements, such as clearing away snags, there are

The other two lower river States have done little in the way of improvement in Louisiana. They were both settled many years afterwar and have no obligation in the matter of the removal of snags. The only work done in common with Louisiana in the improvement of certain streams was at the mouth of the Mississippi and the Pearl. Some work was done in the early years by private individuals, by the planters and steamboatmen. Large sums for the purpose or holding the river bank together were expended to the maintenance of the river and the improvements carried out. At Greenville, where the banks were caving away, the Government cleared away the banks at Greenville for some time, destroying the river. Constant caving has destroyed the permanent value of the improvements. The Mississippi River bank at Greenville, regarding that as essential to the plan of improvement, an appropriation was supplemented by the people of Greenville in the way of bonds. A survey was made and work began

### COST OF REPAIRS.

The total sum expended by the General Government from 1763 to 1860 (ninety-seven years), in the improvement of the Mississippi River, was in round numbers about \$51,000,000.

The expenditures by rivers, compiled and re-arranged from

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the official reports of the Treasury Department, are as follows:



Name.	An
Mississippi	\$29
Ohio	6,0
Missouri	2,8
Tennessee	2,8
Kanawha	1,7
Red	1,4
Illinois	1,1
Cumberland	72
Kentucky	70
Wabash	48
Arkansas	42
Monongahela	30
Ouachita	29
Osage	18

### CONSTRUCTION BY NATURE.

The next important consideration in a transportation list is that stockholders expect dividends, and if their roads be extended to the shoulders of the producer and consumer along the way, well located and cheaply built, railroads represent enormous value in their nature at no expense to the people.

The 16,090 miles of navigable water-ways which constitute the Mississippi River system were constructed and presented by nature as valuable as if artificially built. They are the nation's ports, custom-houses, post-offices, and other property, but they require the same management for this purpose, and should, in guarding against waste, observe the same skill and the same laws of economy as railway lines owned by individual stockholders.

### COMMERCIAL VALUE.

There were, during the census year 1880, 87,782 miles of navigable water-ways built at a total cost, for construction, of \$4,112,367,176.

Now, in view of the facts and figures showing the success of the Mississippi and its navigable tributaries, their wonderful commercial value is apparent.

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for cheap transportation, the enormous annual product of the West intersected, and the colossal proportions of their internal commerce estimate their actual commercial value as follows: —

### MONEY VALUE OF WESTERN RIVERS.

The Lower Mississippi, from St. Louis to the Gulf, is worth, at the cost per mile of the railways of the United States.

The Upper Mississippi, from St. Louis to St. Anthony, is worth, at the cost per mile of the average railway.

The Ohio, from its mouth to Pittsburgh, the Missouri River, from its mouth to Shreveport, and the Cumberland per mile, or five times that of the average railway.

The remaining navigable tributaries of the Mississippi average railway.

We have then a total valuation as follows: —

The Lower Mississippi, from St. Louis to the Gulf (
The Upper Mississippi, from St. Louis to St. Antho
The Ohio, from its mouth to Pittsburgh (1,021 miles)
The Missouri, from its mouth to Sioux City (1,019 r
The Red, from its mouth to Shreveport (456 miles)
The Cumberland, from its mouth to Nashville (209 m
The remaining navigable tributaries of the Mississippi
Total value

In other words, the people of the United States have in tributaries, highways of commerce and cheap transpor \$2,000,000,000. This property was a present from manage it on business principles and keep it in an adequ

### THE LEVEES.

"The delta or alluvial lands of the Mississippi are subj the name originally given to these embankments of ear This delta includes portions of seven States — Illinois,

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Arkansas, Mississippi, and Louisiana. It is calculated contain 29,790 square miles or 19,065,600 acres, as f

(Compiled from the Alluvial Map of the Mississippi Basin.

St. Francis Basin and Mississippi	State. Illinois Missou Kentuc Tennes Arkans do
White and Arkansas fronts	Tennes
Yazoo basin	Missis Arkans
Macon, Boeuf, and Tensas basins	Missis Louisia
Atchafalaya basin	do
Pontchartrain basin	do
La Fourche basin	do
Total	

## BY STATES.

States.	Square miles.
Illinois	65
Missouri	2,874
Kentucky	125
Tennessee	453
Arkansas	4,652
Mississippi	6,926
Louisiana	14,695
Total	29,790

## COMPARATIVE EXPENDITURES BY THE GOVERNMENT

To those who charge the government with too lavish a expenditure on water-ways may perhaps be enlightened by a recent debate

In discussing the Union Pacific Railroad indebtedness:

MR. EDMUNDS. No, that is principal and interest combined of interest yet on \$33,000,000, which would be, at 6

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on \$33,000,000, which, in round numbers, is three-quarters of \$24,000,000 more, which added to your \$68,000,000 would make \$92,000,000, that within ten years from this corporation for actual cash that the United States

Now, what else did it get? Let us see. The land question, land sales, after deducting all expenses of management, \$25,668,806.65. Add that twenty-five million dollars that you have, in round numbers, just about \$120,000,000 the United States.

"The estimated value of the unsold lands is \$13,602,650

Take that to be a fair estimate of the value and add that \$134,000,000 that the people of the United States have from Omaha to Ogden.

The amount appropriated for the improvement of the river in various reports published in this work, sink into insignificance granted this single road. And while the latter is claimed whether the government will ever be able to collect even

In discussing the subject of river and harbor appropriations that had been expended up to 1882 — \$19,000,000 had several millions have since been absorbed.

The following table will surprise some who are not aware of the river and harbor appropriations up to 1882 by States. Table in which it may be seen whether the same proportionate d

There had been expended up to 1882 the sum of \$105,000  
1865. There has been expended of this sum on the Miss  
several millions have been expended since. In other words  
twenty years made an expenditure of more than \$125,000  
continuing

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to increase that amount by similar expenditures. The e

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Alabama  
Arkansas  
California  
Connecticut  
Delaware  
Florida  
Georgia  
Idaho Territory  
Illinois  
Indiana  
Iowa  
Kentucky  
Louisiana  
Maine  
Maryland  
Massachusetts  
Michigan  
Minnesota  
Missouri  
Mississippi  
New Hampshire  
New Jersey  
New York  
North Carolina  
Ohio  
Oregon  
Pennsylvania  
Rhode Island  
South Carolina  
Tennessee  
Texas  
Vermont  
Virginia  
Washington Territory  
West Virginia  
Wisconsin  
District of Columbia  
Miscellaneous  
Sundries  
Total



CUT-OFFS ON THE MISSISSIPPI.  
"Old Timer" furnishes the New Orleans *Times-Dem*  
the days of auld lang syne: —

The total number of cut-offs which have been made in Lower Mississippi by the shifting of its alluvial course less than 180 miles. The channel is estimated to have been 100 miles per year. It has probably thus traversed the whole Mississippi

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particularly the delta of the former, which is so low. The earliest commencing with the earliest of record: —

1. About 1699 it is supposed that the Yazoo cut-off took place.
2. The first Homochitto cut-off in 1720, which saved the delta from being washed the highlands of the present county of Adams.
3. Point Coupee cut-off was made in 1721.
4. Great Cut Point. This cut-off is the one above latitude 30° 15' N.
5. The second Homochitto cut-off in 1779. This burst of the river stream lay just above it.
6. New cut-off, in 1817.
7. Red River cut-off, in 1831.
8. Bunch's cut-off in 1832.

Total extent of these cut-offs, 180 miles.

*Niles' Register*, October, 1836: The distance around the river empties itself, is eighteen miles. On the 14th of August, 1836, for improving the navigation of the Mississippi and for cutting a channel across the neck of land at the narrowest point. The object was to make it 100 feet wide and twenty-two feet deep. The water was let through in two days after the commencement of the work. In two days after that the steamboat *Belvidere* passed up through it. On the 16th she passed up the same channel. In five days it was the main channel by the steam snag-boat *Heliopolis*. She used steam screws.

August 20, 1831, *Florida Gazette*, La., says "By shortening the distance between Adams and New Orleans you increase the rise of water at Shreve has therefore been tampering with a dangerous experiment. It is well known that the levee at Adams there was not, on an average, 6 inches of levee above the

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made, by which twenty-eight miles will be saved, the feet 9 inches, and the levee at New Orleans must be raised

There has been since "Old Timer's" day or since the B Captain Isaiah Seller's diary Horse Shoe cut-off was made in 1858 Lake Port, then followed in rapid succession the and Davis cut-off. In 1876, the cut-offs at Commerce, Water Proof and Kaskaskia about the same time. The Ohio on the Mississippi of which there is any record.

If "Old Timer" is correct in his calculations, and there are eight cut-offs, we now find eleven cut-offs, from 1839 suggested that it would be an interesting problem for a few years it will require to bring Cairo and the Gulf of Mexico

The writer in the *Florida Gazette, La.*, above quoted, shortening the river, although there is no doubt a cut-off increases in the velocity of the current and the increased velocity with the velocity, very naturally modifies the rise, and increases protection to caving banks.

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### Chapter XLVIII. Improvement of the River at St. Louis, or Upper Mississippi.

The character of the river above the mouth of the Mississippi seems necessary an entirely different system of improvement

The plans adopted so far as executed, seem to have resulted in "the lower and the upper rapids," as they are familiarly known, lower, or "Des Moine Rapids," by a canal of 8 miles. The excavation of rock from the channel. The system of drainage for the improvement of the low water embarrasment in other rivers, by furnishing sufficient water in the channel for all navigation. The sixteen railroad bridges across this river above St. Louis, which obstruct the commerce of the river, that the time is not far distant when they will comprise its principal commerce. The careless and indifferent policy which allowed the railroad bridges to be built, seems to have been intended or not, viz.: to change the course of trade from the river to obstruct navigation as to destroy competition.

The first bridge across the Mississippi was at Rock Island, without legal authority, simply by a charter from the State of Iowa in 1856, and was the most dangerous obstruction to navigation

located over a chain of rocks, producing boils and crosses. Many lives were lost in passing through the draw, and One fine steamboat, the Effa Afton, was sunk and a large part of the river interest to have the bridge removed as an illegal structure. Such was the persistency of the proprietors they defeated all opposition, and after fighting the bridge for more than ten years it was removed.

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money and influence of the Merchants' Exchange of St. Louis, and the best legal talent that could be employed, to have the bridge removed. In 1872, when by a sort of compromise the government was induced to remove the bridge at the head of the Island, and removed the old one.

After the expenditure of more than \$20,000 in litigation, and to no purpose, they concluded it was not worth the money to build a railroad in building bridges wherever they desired. Hence they met with but little opposition in building any kind of bridge. They have already 16 bridges on the Upper Mississippi, scarcely sufficient to facilitate navigation of the river except the government bridge at St. Louis.

There has been expended by the government for improvement of the river above St. Louis, in round numbers, \$1,000,000. In January, 1889, on the river above St. Louis, in round numbers, \$4,000,000, an improvement on the lower rapids under the direction of the Army Corps, by blasting out a channel through what is known as the "Cannon" rapids, a valuable improvement as far as it went, and is still used. The appropriation was soon exhausted and the work was abandoned. The "construction" theory soon prevailed, and no more money was expended. "Improvements," among which was very inconsistently included the building of a canal, was abandoned.

The theory that has more recently prevailed in the public mind, that the river would be solved by the introduction of *barges* as soon as the towing of them practicable, will probably never be realized.

From the earliest dates, since the settlement of the country, the boats have been important factors. Even before the introduction of steamboats on the Western streams in general use, only of a little difference in the only change effected by the introduction of steamboats, which was floated and handled by sweeps, as formerly.

The great distance (some 30 miles), through which the boats have to pass, is a great obstacle to navigation.

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extend; with only 125 miles between the two, with some of the ordinary channel, rendered towing always practicable. The canal theory prevails, and while the canal and the deepening of the channel improved the navigation, saying nothing about the other consequences consequent upon the construction of so many badly planned canals, the safety of navigation than the eight million dollars expended.

it.

In this utilitarian age, it is hardly worth while to speculate what may occur. But there are a few old boatmen and canoes and picturesque views along the whole course of this river to the Falls of St. Anthony, when the Indians were the sole but few white settlements on the east side of the river.

Even at that early day, before St. Paul was located, or Minnesota attracted by the beauty of the scenery in its native wildness that annually made a trip to the forts and trading posts.

Through the courtesy of the officers at Fort Snelling, afforded them, and the officers of the boats by a trip in prairie, a distance of nine miles from the Falls St. Anthony waterfall of "Minnehaha."

The only evidences of civilization then to be seen when a little log grist mill built by the soldiers on the bank of the river power was obtained to grind the corn for the use of the

While these wild native scenes are vividly remembered and not be anticipated by coming generations, when we come to this valley and the grandeur and possibilities of this new world through this part of the valley in its course to the gulf

No one mile through which it courses but what is surely the rarest attractions for building hamlets, villas, towns and

In anticipation of future events it is gratifying to know

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government has the power to remove or remodel these islands it is well to remember that the sentiment of the *people* is a practical question suggests itself. Is it not wise to consider what the government should consider.

The long intervals between boats at that early period, so a pirogue necessary to travelers and tourists when it became a country before the arrival of the next steamboat.

This writer can speak knowingly and feelingly on this sale of pine lands on the Chippewa and Eau Claire rivers

The sale was advertised to take place at Fort Snelling on a short time previous to the day of sale, I concluded to go down the river from the fort whose acquaintance I had made.

Indians being a good deal like white men are often a "li



arrive on the day appointed for the sale, and as the sale was a small party of us who were there for the same purpose, we packed our outfit, and explore the country that was to be sold.

It lay about 150 miles east, by the way of the Mississippi, but the distance was much less. But as there were no roads, guides, nor pack trails, we packed our canoes and started down the river.

When night came we had reached Red Wing, the Indian village. Our accommodations were only sufficient for themselves, but we entertained the whole village during the evening.

There being four in our party we divided the night into four watches.

Tents had not then become so necessary to campers as they are now, but the weather for protection from storms in the absence of tents, we provided ourselves with mosquito bars, all other protection. We withstood a hard storm, even a raid from the Indians, but our persistence and

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poisonous effects of these venomous insects. Even in the winter they seemed to have existed so long on Indian diet that they could not resist. And still, judging from the size to which they had grown, that their diet was at least strengthening. The swamps where they feast upon shrimps or alligators the year round. The Upper Mississippi did before the white man squatted upon them this deponent sayeth not. After battling two days we at length reached the mouth of the Chippewa. Then came a rapid, so that in spite of our efforts, after dropping anchor we could only make about half a mile per hour. We were then not care about buying pine lands any way. And as we were in a stream, we ceased paddling our canoe and soon found ourselves where we picked up our abandoned craft, re-arranged our camp. A Frenchman, who was camping on the bank opposite the mouth of the stream, bar for our remaining stock of whisky, we again started down the river while we had the current in our favor it was only a question of time.

We divided our mosquito bar into hoods, or veils, by means of long buck gloves which we had supplied ourselves with. We ate and drank, eating our meals which we cooked on shore. After a few days of camping we reached Dubuque, wiser if not whiter men.

There we met the new steamer, Smelter, Capt. Smith and his crew with applause and congratulations that were being extended to us. We were or better prepared to appreciate the value of steam in navigation.

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# Chapter XLIX. Improvement of

On streams like the Ohio, the practicability of impro

It is only as to the best mode of doing it and of the var. they have had a fair trial have resulted in some benefit.

For a period of six months each year, the Ohio furnis to the building of bridges across it, as any stream in t bottom is of hard sand or gravel, the current is usually

In a very extended and able report made by Col. W. Mil River Improvements, to chief of engineers of the Uni considered in detail. Any one of which, if adopted by t undoubtedly result in adding at least four months each navigation on any river in America.

The following short extract from his report will be rea

Those who are interested in the improvement of the O government, "International Commerce of the United S

Wherever this river is improved as contemplated, and there seems no good reason why certain classes of stea lines of railroads in the transportation of all heavy and traffic, or for light, valuable merchandise.

The hope, then, for those engaged in river transporta their part may result in Congress making sufficient a the now rapidly declining commerce of the river may b

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### OHIO RIVER IMPROVEMENTS.

The following extracts, taken from a special report ma United States Army, by Col. W. Milnor Roberts, civ improvement, though voluminous, have such an intel reader will find them perhaps the best exposition of the possible under the circumstances. It will be sufficient main conclusions of this expert engineer have been gen some of them — notably in the case of the Davis Island

Colonel Roberts says: —

"Former reports to the Department made some years ag reports made by myself, concur in the opinion that the navigation by means of riprap stone wing-dams conce confined channels, although beneficial and useful, esp the requirements understood as belonging to the radica low-water system, it is true, does not involve a large e

navigation to a certain extent, at a small cost, and it can have two favorable working seasons. But when finished, at a cost more than commensurate with the outlay required, it will be a great difficulty. All that has been promised or hoped for under the present reservoirs, has been an increase of 12 to 18 inches in the low water of 1/2 feet where there was only 12 to 18 inches in the natural state. The whole amount of money required for this purpose is now being now using and interested in the navigation of this river is a national body than the public that was concerned in it. The plans which were then satisfactory are now believed to be inadequate and such as ought to be established in view of its future and

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radical improvement is much more important now than it was at the time the interests involved are manifold greater, and it is quite possible that it will or seriously retard their future further rapid development. The value of a hundred millions of dollars' value of river commerce, which in a few years only in the national life will elapse till there will be a hundred millions of value at the present time. The present importance of commerce of such vast present and future importance is not only of the Engineer Department, but of Congress. The plans which may have appeared gigantic or disproportioned to the extent of the work regarded as no more than appropriate to the magnitude of the work. Yet, forty years ago, in the infancy of the internal-improvement of Pennsylvania and New York, these single States did not make any public improvements, and this expenditure has been able to be made only of the resources of those States but of the resources of the Nation largely, indeed principally, owing to the construction of the Ohio River through Pennsylvania and New York (afterwards made a part of the Ohio Railroad) that the West and North-west became developed in an extraordinary manner. The fact, therefore, that it will be made of it as a great national commercial artery ought to be considered to be of such vital consequence as in early times it was in order to secure the best attainable result is of more real importance. It may be conceded and understood in the outset that to improve the Ohio River will require a large expenditure.

"Of the several plans proposed it is believed that only one plan, if carried out all times without aid from artificial supply from reservoirs, were properly constructed, would, in my opinion, furnish the best artificial aid from reservoirs. The reasons upon

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which this opinion is based will appear further on. It is in favor of that particular plan, but merely as an ascertainment of what can be exhibited in this report.

"The plan of reservoirs as the sole means of supplying the river with a flow sufficient to insure in low-water periods a depth of

Jr., Esq., civil engineer, and was very beautifully elaborated thirteen years ago its adoption was strongly urged upon the river itself, the idea being to accumulate large headwaters, or on the main streams above the head of the river when needed to maintain the proper depth of the main river for the purpose of determining the number and locations of the reservoirs. Observations had been made through a series of years on the river above Wheeling. From these Mr. Ellet deduced by calculation the amount of territory drained above Wheeling, if it were equalized to a depth of over 7 feet in that channel. He found by calculation the amount of reservoirs sufficient to maintain a depth of 6 feet throughout the river. Personal examinations along the upper portions of the river and information from various sources respecting elevation of the land of which enabled him to present his views in very attractive and convincing manner to the general public. The practical merits of this plan of reservoirs are set forth in this report.

"A third plan for the improvement of the river was proposed in 1855, which consists of a system of longitudinal mounds on one side of the river about 200 feet wide, or a great average of, say, about 6 inches per mile between Pittsburgh and natural pools and ripples, which now constitute the general flow of the river, on a width of 200 feet or more, to an equable flow.

Mr. Haupt's calculations showed that in extreme low-water

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stages there is not water enough flowing naturally to maintain the depth that some additional supply would be needed from reservoirs of a quantity necessary to maintain a similar depth in the upper

"A fourth plan has been proposed by Alonzo Livermore, secured by patent in 1860. It is a combination of dams and locks arranged so as to retard the flow and lessen the velocity of the water without interfering with the free passage of boats through the locks. This may be regarded as another method or sub-plan proposed by Mr. Haupt as a means of saving water on the river. For example, say 100 feet, the natural low-water flow on Mr. Livermore's artificial reservoirs.

"It is proposed to consider each of these four proposed plans, which they are already referred to, premising that this is the respective merits of the different plans, but arises from the fact that several plans were publicly promulgated. I should further state that I advocated the idea of the probable future construction of the river engaged as engineer in constructing the Monongahela River, wedded to that particular mode or to any one plan as to be presented in an impartial manner to the consideration of those who, were expected to take the time to examine fully for themselves the merits of this subject, I am by no means sure which plan, as to be the most advantageous. It is due to myself, in connection with



time during former examinations into the merits of the recommending without more investigation the adoption

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### Chapter L. The Steam Whistle.

A good deal of controversy has arisen at different periods since the first use of the steam whistle. Without pretending to throw some light on an unimportant matter. —

A paper published in St. Louis in 1838, called the *St. Louis*

"The steam whistle is an invention of the celebrated Mr. Fulton. The *National Intelligencer* describes it as he saw it at the time it was first used. It is an iron whistle, which, piercing the top of the boiler, is connected with safety valve, so that steam may be evaporated. The moment the water becomes hot it rises up into the whistle and 'pipe all hands' giving the war

Captain Wm. H. Fulton, an old river man living at Louisville, Ky., in his *Journal* in 1885 as follows: —

"We think we can settle the matter of the first steam whistle used on the Western waters beyond the possibility of a dispute. In the spring of 1830, while on the *Revenue* in Virginia, J. Stut Neal, of Indiana, and myself had a boat built for the *Revenue*. While the boat was being finished Mr. Anderson made a trip to Philadelphia on business. On his return he brought back the way of a *steam whistle*, which could be screwed on to the boiler. He described the whistle in such a manner that Mr. Neal, of Indiana, ordered one to be put on the *Revenue*. I was to be clerk of the boat, and to staterooms rubber life preservers. I now state without doubt that the first steamboat on Western waters to use a steam whistle was the *Revenue*.

Captain Joseph Wolff, formerly of Pittsburgh and a steamboat captain, says of the whistle: —

"The first steam whistle I ever heard or heard tell of, was on the *Revenue*.

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on the two-boiler coast packet, *Luda*, in the year 1843. The first time it was used was when she passed the fast Na

An old-time steamboat Captain thus expresses his view

"The steamer *St. Charles*, built at Pittsburgh in 1844, was the first boat ever to use a steam whistle. He came from Pittsburgh. This is slightly mistaken. The boat was commanded by Captain Joseph Wolff, of Nashville."

## THE FIRST CALLIOPE ON A STEAMBOAT.

"The first introduction of the musical steam calliope on a steamer Unicorn, a little over thirty years ago. When it neared the wharf the people wondered, and the wonder created a decided sensation, and many ran out of their houses a dozen brass bands march along. The farther the curiosity at length word was spread that it was a steam calliope and listen to it. Afterwards a calliope was put on Spaulding and with a skilled musician to play it, together with a the natives on all the tributaries of the Mississippi as Alabama and tributaries. The people of the Yazoo and music, in hand-organ style, on board of the steamer Dent and the late Capt. M. P. Dent, nearly thirty years ago. A steam organ for many miles as the boat passed up and down with delight as they listened, while the white folks were first introduced on boats about 1845, and when the steam Mississippi and Minnesota Rivers with one a year or more went overboard like didappers on the deep side at one of The first boat built exclusively for passengers was the boat

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to use the steam capstan was the Tennessee River packer hoister was on the bayou Lafourche packet C. D. Jr., 1845 the method. The present system of swinging stages by 1845 ago, and the first electric light displayed at our wharf, 1845 years ago."

## THE FIRST U. S. MARINE HOSPITAL TAX.

(From De Bow's Review, 1846.)

By an act of Congress passed in 1798, a permanent fund for hospital purposes, to the benefit of which boatmen were

It has now been eighty-six years since the tax was first just been removed during the present Congress and the great institution.

In connection with the above we will state that some years ago on the Western waters, or, as early as 1804, at which time a tax on Orleans, all barges and keel-boats entering this port were to the number of men composing the crews of these boats entering this port.

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## Chapter LI. The Wanton Destruction

"MY attention has been drawn to this subject by an article

refers to the steamboat *Shanon*. One of the principal clauses of the act was that no bill of lading for a large quantity of cotton was to be issued for the purpose of defrauding the underwriters if the vessel sunk or was otherwise destroyed. This is one of the high crimes of England, punishable by transportation to the penal colonies.

I hope for the honorable and good reputation which the tributaries have always borne, that this may not be true.

I know of but one instance of this kind in the history of the river—the burning of the steamer *Martha Washington* in 1846.

The steamer *Martha Washington* was commanded and operated between the ports of Cincinnati and New Orleans. A large portion of it was shipped by Kassine & Co., Cincinnati.

She was burned near Grand Gulf. The hull sunk before she was in possession shortly after she sunk, and commenced to rise. The boxes and packages shipped by Kassine & Co. commenced to float. The underwriters arrested Kassine, Capt. Cummings and the crew.

Kassine was found guilty and sentenced for a long term of imprisonment. Cummings was also tried, and I think on the first trial the jury could not reach a verdict. He was tried again, but died, it is said, from the effects of the trial.

The accompanying account of the same transaction as given in the *Martha Washington*

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at Island No. 65, instead of "near *Grand Gulf*," which was the case with the *Washington*, about the same time, hence the confusion.

REMINISCENCES OF CAPT. JNO. CUMMINGS  
ON THE  
STEAMBOAT *MARTHA WASHINGTON*, 1852  
"The writer knew Capt. Jno. Cummings in 1846, when he was on the *Washington* on the River, and traded with her between New Orleans and St. Louis. He was of a fine physique, handsome and good address, he and his boat were only remained one season in Red River.

In 1847 I went down to the Rio Grande River, Mexico, as purser. The boat was chartered by the U. S. Quartermaster for the purpose of carrying provisions to the army during the war from the mouth to Comargo. Upon one of these trips I met him and found that he was a partner in a large gambling house at Comargo, called Cole, Jim McCable & Cummings. Jim McCable was a partner in the Mississippi and tributaries.

After the close of the Mexican War I did not hear of Cummings until I saw a dispatch in the *New Orleans Daily Delta*, January 16,

MEMPHIS, January 12, 1852. — The steamer Martha from Cincinnati to New Orleans, was burned at Island o'clock. Several lives were lost and the boat and cargo and some of whom were taken on board the Jas. Millenger, books and papers were all lost. Sometime after this disaster Cummings and William Kassine, charged with the case for the purpose of fraudulently obtaining a large amount of money. I heard was that the Cincinnati underwriters had an examination and find the evidence of fraud. Shortly after the surface, they found that the boxes marked and shipped on board and harness, dry goods, etc., contained only old scraps of fraud on the part of

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Kassine & Co. the court was unable to convict them of

After this trial Captain John Cummings was arrested in Arkansas and tried for murder and arson at Helena. The Cummings remained in prison for many months. He destroyed his health and he died shortly after.

In the annals of steamboating upon the Mississippi River a steamer has ever been charged with barratry or destroyed fraudulently money from the underwriters. The Martha where the boat was destroyed by fire."  
F. C. F.

## Chapter LII. Iron Steam Vessels

"THE first iron boat was built on the River Thames in England, and was propelled by oars worked with steam. She was built in this country was the Valley Forge, in 1839. She was supposed to be proof against fire or sinking. Nevertheless she was destroyed in the third year. Capt. Jesse Hart owned and commanded the boat, which was the J. M. White of her day."

It does not appear who wrote the above article on the steamer, but it justifies this correction: The Valley Forge was built at Mimms, engine builders, and was owned by them, and was a good cabin for that period, but nothing superior.

Capt. Jesse Hart probably bought into her at a later date.

But this boat, nor any of the few that have been built on the river, is a profitable investment, although there seems no good reason why it should not be if properly built.

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As *gunboats*, so far as they have been in service, they

Contrary to the above assertion, the *Caledonia* was built at Dundee, and was undoubtedly the *first iron steamboat*.

### THE FIRST IRON WAR STEAMER WAS BUILT

"There is now on the stocks at Pittsburgh an iron fortification ship-rigged and propelled on Lieut. Hunter's plan. This is the first of the kind ever built in the United States.

1847. The *Alleghany*, United States steamer, launched at Pittsburgh, Captain Hunter at Memphis, Tennessee, with that general view of steam vessels. This vessel is propelled by a submerged

The *Alleghany* sailed from Memphis navy yard on June 1st, 1847, for New Orleans.

Sept., 1847. The *Alleghany* sailed from New Orleans on the 1st of

1849. The United States steamer *Allegheny*, Commodore Hunter's command, on December 22nd.

In an interview I had with the old Commodore Hunter, he said that the *Alleghany* was still afloat in the waters of the Indian

April, 1847, during the Mexican war, Lieut. Hunter captured the town of Alvarado upon the Mexican coast. When he arrived he found the place already under the American flag. Hunter for making the capture, and a court-martial was held. Commodore Hunter resigned from the United States Navy and took a command in the Confederate States Navy until the close of the war. He is now one of the best officers of the United States Navy. He is now one of the

### THE SECOND IRON STEAMBOAT BUILT FOR THE U. S. NAVY

June, 1839. The packet ship *Edwina* arrived at New Orleans in sections an iron steamboat 180 feet long, 28 feet beam,

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hold, and weighing sixty-five tons, intended to ply as a steamboat has been sent up the river to Pittsburgh, where she will remain until she can return to her station. The name of this boat was thought of about 1841. — *Ex. Niles' Register*.

(*Niles' Register*, Vol. 25, 1823. &c)

### IRON BOAT IN ENGLAND.

From a late Liverpool paper: —

"The iron steamboat *Commerce de Paris* sailed last week

"This boat is 112 feet long and 27 feet wide, including common wheel. They are so placed that she is not in perils of merchandise. She will then go eight miles an hour with a little diminution of speed, as the wheels work equally well."

Soon after the great fire in Chicago in 1853, the people, in a calamity, by inaugurating new enterprises, opening new markets for manufacturers, and in short attempting to regain the prosperity of the people of Chicago. Many suggestions were made and

By the following communication, which is quoted from a recent date, it will be seen the subject of iron steamboats and their use as being the thing to supersede wooden boats, in the near future what then seemed sure to follow experiments in many parts of the country with the exception of a few unimportant contracts, the success of the Mississippi Valley has proven a failure. The reason for this probable cause is on account of the greatly increased cost of iron boats built did not determine anything positively one way or the other than those of wood. Later, a yard for building iron boats was established and boats were built for the government, and seem to have

But soon after the establishment of this yard, it

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became apparent that the days of the present system of building wooden boats were numbered, if they had the means, to make experiments or to

The falling off in the demand for wooden boats created a surplus of boats wanted a boat built, could get it at almost any price.

This had much to do in preventing the use of iron and steel

The *mania* that prevailed about that time for barge trade, and there was enough built to supply the trade for many years.

Then it is possible, and there seems no good reason why they will try the use of iron, or steel, in barges.

Contrary to what seemed probable ten or fifteen years ago, iron boats have not been adopted. But had the demand continued for any kind of boats, they would at least have had a fair trial.

### IRON STEAMBOAT JOHN T. MOORE.

In about 1880, Capt. Boardman, of New Orleans, built the *John T. Moore* for the Red River trade.

She had capacity for about six or eight hundred tons and in her record goes she proved satisfactory in every respect in

She was called "John T. Moore," and is probably still.

About that time Capt. Thorwegan, Chouteau, Maffin  
of an iron hull that had been used before.

She had a stern wheel and was one of the largest cotton

Her record is not conclusive as to the practicability of

The preponderance of opinion by those whose observations  
adverse to iron hulls on shallow streams where hidden

At the present time, 1889, there is no iron boat yards in

## BUILDING IRON STEAMBOATS.

"1853.

*Editor Republican:* While our merchants, business men

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and property holders are discussing how they shall best  
securing the trade driven from Chicago by the recent  
other and quite as legitimate enterprises that demand

And among them I would name that of a yard to build

A yard with the proper facilities for that purpose can  
dollars. This would of course include all the necessary  
economy, and without such facilities, it would be use

The increased cost of building such boats over that of  
against their introduction. But with the proper facilities  
nearly as cheap here as at Wilmington, Philadelphia,

But without some material aid from the city or individuals  
here. As I understand there is a company already formed  
location to establish such a yard, there is no good reason  
if our citizens show the proper spirit, and extend to them  
to, and which is already proffered from other points.

The great efforts that are being made to extend our trade  
and necessary; so, too, with the aid extended to railroad  
proposition to establish upon a permanent basis an enter-  
manufacturers, and build up the city than all the increase  
great Chicago fire.

Is there public spirit and liberality enough in our community  
Ohio supersede us, and compel us to go there for *our*  
for most of those built of wood.

Statistics would probably show that the citizens of St. Louis have built more boats than any other place in the West, giving employment to many mechanics, carpenters, and iron men, etc. And the reason for that, has principally been the proximity of the iron mines to build them here. That can no longer be said in connection with the West.

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can they compete with any other point, in anything pertaining to iron men to know the reason why?

ST. Louis, 1853. E. W. GOULD.

### COST OF STEEL BOATS.

The present cost of steel would seem to suggest that as a rule, if wood is to be superseded, as it is more ductile and stronger, while the discrepancy in cost is much less than in the case of steamboats built in the West, was one built of steel at Cherokee.

Why that location was selected does not appear, as it has no special advantages as offering any peculiar advantages in the way of material.

So far as reported, there seems no objection to the material, as the cost of the hull far exceeded the estimates of the builders who have figured on iron or steel steamboats.

In Europe steel has been largely used in building steamboats.

Whether the obstructions often encountered in river navigation with wood hulls probably yet remains to be tested. It is not clear that steel will be yielding a blow without breaking.

### LICENSED OFFICERS OF STEAM VESSELS.

1839. The first act of Congress relating to granting licenses to pilots was passed in 1839. Also an act requiring all engineers, pilots and captains to be examined and appointed for that purpose. When upon being found qualified they shall receive a certificate. Also all pilots of steamboats shall be examined in like manner, and when found qualified, shall also obtain a certificate of his qualification.

Also an act prohibiting any person acting as captain or pilot of a steamboat unless he has served two years in said business. Also requiring every

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captain to be examined and appointed for that purpose. When upon being found qualified he shall receive a certificate. Also all pilots of steamboats shall be examined in like manner, and when found qualified, shall also obtain a certificate of his qualification. 1840.

NOTE. — We would like to know if there are any cap



held one of these original licenses.

The first fine imposed upon a Western steamboat for United States District Court, sitting at Columbus, C steamboat Warrington, Capt. John Moore, for carrying without a license. The verdict was for \$500, the penalty.

## Chapter LIII. Tornado in Natchez

Up to this date there is no record of any serious losses by cyclones, as they are now more familiarly known.

And even since that time there is no record of so great a loss if those on flat-boats laying at the landing are included.

In Floyd's "Steamboat Directory," published in Cincinnati,

"On the 7th of May, 1840, the city of Natchez was visited by a tornado, resulting in the destruction of life and property. Several steamboats which had embarked on them were drowned. A large number of flat-boats were also lost. A heavy tax had been exacted of the flat-boats, and a number of them had recently been dropped down to Natchez, and at that time it was the great center of flat-boats any where on the river.

The steamboat "Hinds" was blown out into the stream, and several men were lost.

It is not known how many passengers were on the boat.

The wreck of the Hinds was afterwards found at Baton Rouge, Louisiana, where there were three males and three females.

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The steamboat Prairie had just arrived from St. Louis, and the passengers on deck, were swept off, and the whole of the passengers were lost.

The number of passengers is not known, but four ladies were saved from the disaster.

The steamboat H. Lawrence and a sloop were in a some what bad way, and were severely damaged but not sunk. The steam ferry-boat, the Mississippian, which was used as a hotel, grocery, etc., was also damaged.

Of 120 flat-boats which lay at the landing all were lost, and only a few on board were saved."

The facts in this case were bad enough, but have been exaggerated, and may have been.

This writer left Natchez at 3 o'clock on the day of the storm, down stream, and had just made the turn going toward the mouth of the river when a cyclone passed up. While we were not within its direct path, all night near the cliffs.

The first that was known of the severity of it was from the steamer down just after daylight, and before we started.

Her upper works were wrecked, chimneys down, pilot house gone. They had rigged up the stumps of the chimneys, one on each side, and the pilot stood out-doors.

As the machinery and wheels were not damaged they were repaired. I was well acquainted with the captain and most of the crew, there was no one lost on the Prairie instead of everybody.

The steamer Hinds was capsized at the landing and the cargo was scattered below, or near Baton Rouge. It seems difficult to understand how it could have been found in the hold of the boat. But they did find bottom-up with the upper works gone.

The Hinds was laying at Natchez taking in cargo, and it would have been more probable to have run on shore when the storm came. One hundred is a great many.

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but what there was of them were destroyed, with every thing of brick buildings on top of the hill, and many single lives.

The storm seemed to have struck the foot of Natchez Island, and the growth of young cotton wood, from three to six inches high, was cut the ground as clean and as evenly as could have been done. A big field of corn, with the fodder just cut, much more so.

The uniformity with which the whole island was swept was remarkable.

There has been no storm on the Mississippi so destructive since the storm at New Orleans and vicinity in August, 1888.

This one continued for three days with more or less violence.

Several steamboats were wrecked, some entirely lost, and a large amount of property, principally to the Pittsburgh Southern Coal Co., and a very equally large amount was destroyed and several lives were lost.

The new steamboat Teche, Capt. L. T. Belt, was caught at New Orleans, and was for several hours at the mercy of the storm, but that she was new and a very staunch boat saved her and

{From Sketch Book of St. Louis. &

THE CHOLERA.

"Late in the fall, in 1848, that dreadful scourge — the cholera — began its work of death. The approach of cold weather and the cholera disease, although we heard during the winter occasional cases, began to fall upon the city, the disease developed itself in a manner which, as its appetite is whetted by the taste of blood, it was doubly

The general cry was: "Hush up! Don't alarm the people."

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You will frighten them into the disease. It is all humbug and poor laborers, who eat poor food and live in badly ventilated houses, determined to ignore and discredit the existence of the cholera.

But the formidable and insidious malady would not countenance such a course.

All the while it was furtively and gradually disseminating its deadly influence of death — filling up the wards of the city hospital and the

The very small number of our citizens who took the cholera were alarmed, but they were frowned down as panic makers. The cholera, when admitted, was pronounced to be ship fever, which threatened the

The disease soon assumed a more bold and formidable character. In the dark and dirty alleys it boldly walked the streets.

It was proclaimed in a thousand forms of gloom, sorrow and death crowded every street. No vehicles could be seen except at the cemeteries, and hearses, often solitary, making the streets. Trade was hushed, the levee was a desert.

The streets went to shine with fashion and beauty, were the only places where there was life — where crowds assembled, carriages, the trampling of feet, the murmur of voices were seen and heard. Physicians were kept constantly on their feet thither, with no hope of fee or reward, except that which

Some reeled through the streets like drunken men from their beds for weeks. To realize the full horror and virulence of the cholera crowded localities of the laboring classes, where the cholera reigned without ventilation.

Here you would see the dead and the dying, the sick and the mother child, dying in one another's arms.

Whole families were swept off in a few hours, with r

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Offensive odors often drew neighbors to witness such  
Terrible in its insidious character, in its treachery, in  
itself around its victim, beguiles him by its deceptive  
consigns to grim death. Not like the plague with its r  
but with guise so deceptive that none fear the danger u

While the disease was raging at its fiercest, the city v  
— fifteen squares were laid in ashes. The fire commer  
Wash and Cherry streets. The wind was blowing fierc  
the extent of the marine disaster, and although the line  
shoved out into the current, the burning boat seemed to  
floated down the river, and in perhaps thirty minutes a  
had been abandoned to the prey of the flames and a half  
destroyed. So devastating a fire had never before been k

It was a scene for a painter; which may not have been p  
having a taste for the wild and the wonderful — the far  
boats, the island forest, the houses and the hills in the  
warehouses, and the thousands of persons lining the w

Fifteen blocks of houses were burned or seriously dama  
fire was finally extinguished by blowing up several ho  
were lost although great care was taken to give timely  
columns in the *Missouri Republican*.

The following are the names of the boats burned: —

American Eagle, Cossen, Master; Keokuk and Upper  
insured at Pittsburgh for \$3,500; no cargo.

Alice, Kennett, Master; Missouri river packet; valued  
\$9,000 in city offices, balance in the East; cargo valu

Alexander Hamilton, Hooper, Master; Missouri river

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valued at \$15,000; total loss; insured for \$10,500 in Ea

Acadia, John Russell, Master; Illinois river packet; va  
offices; cargo valued at \$1,000.

Boreas, Bernard, Master; Missouri river packet; value  
city; no cargo.



Belle Isle, Smith, Master; New Orleans trade; valued at \$10,000; no cargo.

Eliza Stewart, H. McKee, Master; Missouri packet; valued at \$10,000.

Eudora, Ealer, Master; St. Louis and New Orleans trade; valued at \$10,500; no cargo.

Edward Bates, Randolph, Master; Keokuk packet; valued at \$10,000.

Frolic (Tow boat), Ringling, Master; valued at \$15,000.

Gen'l Brooke (Tow boat), Ringling, Master; valued at \$15,000.

Kit Carson, Goddin, Master; Missouri river packet; valued at \$10,000.

Mameluke, Smithers, Master; New Orleans and St. Louis trade; valued at \$20,000; no cargo.

Mandan, Beers, Master; Missouri river; valued at \$14,000.

Montauk, Morehouse, Master; upper Mississippi; valued at \$8,000.

Martha, Finch, Master; Missouri river; valued at \$10,000; also insured.

Prairie State, Baldwin, Master; Illinois river packet; valued at \$3,000.

Red Wing, Barger, Master; Upper Mississippi trade; valued at \$3,000.

St. Peters, Ward, Master; Upper Mississippi trade; valued at \$10,000.

Sarah, Young, Master; St. Louis and New Orleans trade; cargo valued at \$30,000.

Tagliona, Marshall, Master; Pittsburg and St. Louis trade; cargo valued at \$12,000.

Timore, Miller, Master; Missouri river trade; valued at \$6,000.

White Cloud, Adams, Master; St. Louis and New Orleans trade; cargo.



My connection with the trades then ceased.

If you can make use of any of the above you are at liber

Very respectfully, D. F. BARKER.

## NEW ORLEANS AND OHIO RIVER ORGANIZ

In 1858, there were more and better arrangements for reg  
management than had ever before existed on all West

In addition to the "Railroad Line" from St. Louis to N  
Louisville to New Orleans what was known as the "Li  
and best boats then running, among which was the Re  
Sturgon; Baltic, C. H. Meekin; John Raine, W. Und  
McGill, Woodford, Moses Erwin; Jas. Montgomery  
Durham; E. H. Fairchild, I. H. B. Fawcett.

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While this was only a joint arrangement and each boat  
and run with regularity and was very popular with the  
but never re-organized afterwards.

At Cincinnati a good line was organized on the same b  
known as the "Cincinnati and New Orleans Express Li  
Switzerland, Captain J. P. Schenk; Ohio Belle, Captai  
Williamson; [Tecumseh](#), Captain F. F. Logan; Judge  
Captain O. C. Williamson; Madison, Captain G. D.  
Thomas, Captain John A. Duple; Queen of the West

These were what was known as short boats, and could  
fast, but of large carrying capacity, with fine accomm  
furnished equal to a first-class hotel. They were run on  
freight. Their regularity, promptness and good mana  
former style of running Cincinnati boats engaged in th  
popularity that promised very satisfactory results. The  
rates of freight with the railroads and were really at the

But two years later the war came, and not only destroye  
South for four long years, but forever destroyed the he  
establishing the supremacy of river transportation — f  
which gave to railroads the ascendancy which they wo  
the boatmen were alike scattered, and many of both des  
transportation no longer furnished employment, anoth  
*for bread*. No industry suffered so much — no class in  
emergency. From education and from habit, boatmen,  
know no other. A few of the more enterprising embark  
success.

Another portion collected their exhausted energies and r  
was lost by purchasing from the government repairing

what remained of the old boats, and with them attempted and profitable lines of boats. In some few instances they succeeded after the lapse of many years and many struggles and perhaps the most numerous class that time has dealt with, and watching for the "shadows to a little longer grow" upon the unknown waters across the river, while the waters of their lives have been spent have proved so full of wreck.

**CINCINNATI AND LOUISVILLE MAIL LINE.**  
Long previous to 1858, however, many flourishing steamboat operations on the Ohio and its tributaries. The "Cincinnati" was the first steam packet company of which there is record in 1818, the first steam packet company of which there is record.

In 1847 this company increased its stock and, extended its following boats: Southerner (low pressure), Capt. Catron; Ben Franklin, Capt. Dollis; Moses McClellan, Capt. E. B. 2, Capt. Reed; Alvin Adams, Capt. Boies.

This constituted a daily line of first-class passenger boats between Cincinnati and Louisville.

The Jacob Strader (low pressure) and the Telegraph No. 1. The Strader was the largest boat ever constructed to run above the falls. Her accommodations exceeded any other boat ever built on the river. She had state rooms some four hundred passengers.

The connecting boats below the falls were of large capacity. Reducing the former time between Louisville and St. Louis. Before the completion of a railroad the travel on these boats was very rapid.

**LOUISVILLE PACKET COMPANIES.**  
Louisville was also the home port for several lines of boats to New Orleans.

Notably the "Henderson Packet Company," the Louisville Packet Company, and the connection with the Baltimore and Ohio Railroad, known as the "Baltimore and Ohio Packet Company."

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Company. This line was organized in 1852, and comprised the following boats: Alvin Adams, David White, Thomas Swan, Baltimore, and the "Henderson Packet Company."

## STEAMBOATS BUILT A LONG TIME AGO.

(From the Pittsburgh Dispatch, 18th.)  
I have read with great pleasure a number of your old times, having been engaged on the river, commencing with the



steamboating . The following list has never been in print.

### THE FIRST BOATS BUILT AT PITTSBURGH.

1811 — Orleans , built at Sucks Run, on the site where the  
Monongahela River.

1814 — Vesuvius , Etna.

1815 — New Orleans ; only boat built that year.

1816 — James Monroe, Buffalo.

1817 — Franklin, James Madison, Gen. Jackson.

1818 — Allegany, Expedition, James Ross , St. Louis

1819 — Western Engineer, Telegraph, Rapides, Olive  
Commerce, Balize Packet.

I have lost the record of building in 1820 and 1821.

1822 — Favorite, Gen. Neville.

1823 — Rambler, Phoenix, Pittsburgh and St. Louis

1824 — American, Herald, President.

1825 — Bolivar, Friendship, Gen. Brown, Gen. Wayne

1826 — America, New York, Echo, Erie, Fame, Com  
Washington, Jubilee, Illinois, Hercules, Gen. Coffee

1827 — Wm. D. Duncan, Pennsylvania, New Pennsylv

1828 — Baltimore, Cumberland, Delaware, Missouri,  
Star, Powhattan, Plaquemine, Red River, Stranger,  
has steadily increased.

1829 — Citizen, Cora, Corsair, Caroline, Huntsville,  
James O'Hara, Kentucky, Link, Mohican, Monticel  
tons, and was the largest boat built up to that time. R

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Uncle Sam, Victory, being twenty-four steamers built

1830 — Sam Patch, Peruvian, Olive, Mobile, New Jer  
Enterprise. Abeona, A. D. R.

## PITTSBURGH BOATS AND BOATMEN.

*Pittsburg Dispatch:* In 1850-2, just prior to the opening of three principal packet lines running to Brownsville, Cincinnati, the packets Louis McLain, Consul, Baltic and Atlantic, and the captains Sam Clark, James Parkinson, Isaac Woodward and E. J. Lewis. The Louis trade were the John C. Fremont, Caledonia, Persimmon, Hindoo, Shenandoah, Arctic, Isaac Newton, Paul Anderson, Honduras and Cambria. The captains were M. A. Cox, Bowman, Hugh Campbell, Thomas and Robert Greer, Butcher, William Connelly, John and Henry Devinner, Poe, T. J. Stockdale, R. C. Gray, Dick Calhoun, Joseph and John. The boats were the Monougalahela, Keystone State, Allegany, Palace, Clipper and Buckeye State, and the captains were R. C. Gray, Charles Stephen, Daniel Stone, John Klinefelter, Beltzhoover and James Fisher. These boats, as a rule, were built by the haired rivermen say that in those days they always looked for a season from September until June. They attribute the contract period to the destruction of the forests and the absorption of the lumber. They always believe in the expediency of building their boats long and narrow, quite a rumpus about the length of the Wacousta, between the pioneers. Jake wanted to make her 120 feet long, but Poe said if she went over 110 feet, as she would surely capsize. If the fears can be realized when he remembers that the Great Lakes are 48-feet in the beam, or just three times the dimensions of the most capacious

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proportions with the stories of the old time river captains. Many there are who will recall the disastrous fate of the Wacousta on Friday, thus setting at defiance one of the most firmly held beliefs. She was commanded by Capt. Charles W. Batchelor, and was going up the Illinois River, Capt. Batchelor was standing on the deck, a sad sea dog. There was a hail from the shore, and looking up he saw a white horse. The nose of the boat was turned toward the shore. Said he: "See here, Cap'n, if that 'ere man with the white horse is afore mornin'." And so the man turned out to be a preacher. The boat was burned, and it was all on account of her being laden with a white horse. So goes the tale, as reeled off by an old

## STEAMBOATS, KEEL-BOATS AND PETTIFOGGERS.

*Portsmouth Tribune:* Much has been written in newspapers and magazines started in where their fathers or some wealthy relative owned the keel-boat, at the oar and setting-pole at fifty cents per hour. The men standing amongst business men, have been entirely forgotten on the Ohio river from Pittsburgh to Louisville, at the time they die unseen, unheard of and forever forgotten. Such men were killed by clumps of trees and by notches in the hills bordering the river. They build, own and command good steamboats and navigate the tributaries. These men did not have the advantages that the others have. They had no wharfboats, no clean landing to discharge their freight agent on shore to solicit freight and telegraph messages. It is proper to do for their advantage, but they must go it all

build up a good reputation for themselves and their boats and honesty. In those days there was not one suit against a boatman that there was not so many boats in those days as now,

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many pettifoggers to urge on a litigation. I have only one in Va. Others will be noticed at another time. I am writing what I know to be facts, but I have no correct dates. I propose to go up the ladder and went to the top before God called them home. The boats of the Upper Ohio and followed for years will be navigated up the river though gone, should be kept in mind by the young stevedores of the Ohio the next fifty years: Hamilton Dobbin, William Mason, Henry Mason, Jerry Mason, Jim Louderback, Charles McLain, Alex. McLain and Wm. and Samuel Keating, James Patterson, Samuel Beemer, William Mason. Dobbin built and run keel-boats and a number of small boats, including the Robert Emmett and Tuscumbia about 1827. Capt. Sam Mason, the Jefferson, at Big Grave Creek, twelve miles below Wheeling. Mason commenced on the river as a pushing hand on the boats of the Jefferson and other boats. He soon got to the wheel and gained the reputation of being a good boatman, and had a daughter, Cecil's daughter. He and Cecil built the Roanoke. Mason commanded her. After one year they sold the Roanoke and built the Jefferson. Mason commanded. He was the man to push her, and when she was off of her they sold her to some St. Louis men at a big price. She was used to say when speaking of a fast boat. She could work up the river water long at a time when Rube Tuscan or Tom Wilson were in. Cecil and Mason brought out the light draught William Mason. On a lucky run, they sold her into the Cincinnati and Rising Sun. She worked so well as the others. She was sold to run in Bayou Teche. Capt. Sam Mason, John List, clerk (a good team.) In 1850 she was in the Union Line since that time, and has commanded

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not be amiss to give some incidents of Capt. Sam Mason. One day a fog worried him because he would not get his passengers figured on. When aground he never slept. The Saint Charles, Capatina, sixteen miles below Wheeling, grounded and was towed over the bar. While getting over the flat shipped the steeper, and pumps set to work. The tackle was banded to hoist out the molasses. The ice was freezing on the water to hook on the barrels. Mason came out, and seeing the mate answered, "I can't get a man to go in and hoist out the moment, and sung out, "Bar-keeper, bring me a pitch of molasses as ordered. Mason poured out one-half tin full of the water and hooked on a barrel. After he had hooked on the barrel the bar-keeper and said, "Give me the full of that cup, till the barrels is out." The Irishman drank the whiskey and said, "Well, Pat, are you here?" "Yis, sir, it's me. I bate ye get dry pants on yees, and siud me another jagger imn"

*Capt. E. W. Gould, St. Louis, Mo. —*

DEAR SIR: About all the information I will be able to  
Western and Southern rivers, will be from memory. In  
period there were no organized companies owning steam  
holding of steamboat stock, seldom reached over more  
Louisville and New Orleans, there were boats with names  
Farmer, Orleans, Louisiana, Homer (three decker), the  
deck passengers to this latter boat. Signal (low

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pressure), Philadelphia, (low pressure), Kentuckian,  
Bellfast, Hudson, Constitution, Huntsman, Red River  
(low pressure), Ohio, Chesapeake, Reaper, Polander,  
This boat was the first that made the trip from New Orleans  
time being seven days and sixteen hours. This voyage

There were quite a number of boats running from Pittsburg  
St. Louis, the latter city containing only 6,000 inhab  
Nashville on the Cumberland and to Florence and Tusculum  
of the year boats would load to Lafayette, Terre Haute  
Memphis had no boats running to it. Occasionally a boat

The first combination or consolidation of steamboat service  
1832. A contract for carrying the mail between Louisville and  
Charles M. Strader and others. Meetings were held for  
suitable for New Orleans trade. The boats were valued  
Cincinnati and Louisville. Capt. Samuel Perry, and Levi  
and Henry Forsythe at Louisville. Supposing they had  
New Orleans trade for carrying freight and passengers  
unnecessary to employ the old agents, Wm. D. Jones and  
were good business men, well liked and had been active  
was where the great monopoly made its first mistake.  
been made the agents of the "Ohio & Mississippi Mail Line"  
the side of their wheel houses. Messrs. Levi James and  
their two sons were made captains.

The arrangement resulted in disaster, *i. e.*, the line made  
Buckles would induce every owner of a steamboat of capacity  
the "O. & M. Mail Line" to send or bring their boats to  
Orleans, that the monopoly was in bad odor with ship

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The consequence was that in place of pork paying \$1.50  
everything else in proportion. At the end of the season  
his boat back. The season following was successful, a



which began in 1837 continued till the '40s.

The first regular boat in the trade between Cincinnati and Louisville was the *Ben Franklin* in 1818. Her first commander was Capt. Blair. James Gorman was clerk. The trade of this boat was but occasionally her trips were extended as far as Maysville. The *Ben Franklin* was built, commenced running in 1826, between Cincinnati and Louisville as required. This being before the canal at Louisville was completed and reship at Louisville, wait at the latter city till an arrival at Cincinnati. The *Ben Franklin* was owned by Capt. Jacob Strader (engineer of boat), and others.

Capt. John Blair Summons, who for many subsequent years was in the trade between Cincinnati and Louisville Mail Line, was mate and pilot of the *Ben Franklin*. Messrs. Strader and Gorman retired from the trade. The boat being well along in years was sold to Robt. Gorman, who was captain, and James M. Noble (now living) was clerk.

Two Virginians, named Porter and Beldon, succeeded in carrying the trade from Virginia from Guyandotte on the river and from other points to Richmond and Washington City, at least four times a week, and intermediate points. Also from Cincinnati to Washington City daily. This was in 1830 and 1831. They also contracted to carry the trade to Mobile by steamboat. Two boats being built at Cincinnati, the one, *William S. Barry*, W. F. B. being the captain, and the other, *William S. Barry*, W. F. B. being the captain.

Capt. Strader having retired from the river, but family manager of the boats, making regular trips four times a week between Cincinnati and Louisville.

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Louisville. The United States Mail Line began running between Cincinnati and Louisville in 1827. The line owned only two boats for this Ohio River service, the *Champlain* and the *Messenger*. The *Champlain*, of Portsmouth, 112 miles above Cincinnati, had about 1827 the southern terminus of the Great Ohio Canal, commenced and proved a valuable support of the boats. At this period the United States, except the one from New Orleans to the lake, at Baltimore end of the Baltimore & Ohio road, fifteen miles from Baltimore to Guyandotte, was finished and put in use as early as 1827. The *Champlain* and *Messenger* trade two boats were built at Portsmouth. The latter boat proved to be unnecessarily large and expensive for the Cincinnati and Louisville trade, the *Helen Marr* taking the place of the *Champlain*. The trade between Cincinnati and Louisville was maintained by the *Champlain* and *Messenger* until the *Helen Marr* was built. In consideration of their making no charge for carrying the mail up a daily service. The *Champlain*, *Messenger*, *Robt. Gorman*, and *Ben Franklin* till 1834. About this time Capt. Strader bought all the interest in the line. He was the principal owner. Early this year (1834) a new boat was built at Portsmouth (for the Louisville Mail Line), named *Ben Franklin*, was very large, 112 feet diameter, hull 165 feet long, 18 foot beam, 51-2 foot height. She made the trip from Louisville to Cincinnati in fourteen days.

This was more than 54 years ago. The Ben Franklin and making the round trip every two days. The trade proved herself in eight months. Jacob Strader and J. B. Sumner Franklin, the writer being clerk. The Portsmouth was D. Edmond had a small interest. The Portsmouth was Franklin. In 1835 a new fast boat, Gen'l Pike, took the 19 feet, hold 5 feet 8 inches, single engine, 51-2 feet long, made the

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run from Louisville to Cincinnati in 13 hours, 40 minutes, clerk.

In June, 1836, another new boat took the place of the Ben Slade to go to Mobile). This boat had double engine, 7 having made the run from Louisville to Cincinnati in accommodations but poor freight, was profitable to was placed on the route to take the place of the single engine Pike (Big Pike), 182 feet long (just filled the old locks 6 inches, 6 boilers, 24 feet 40 inches. This boat was built of Ben Franklin, but a larger carrier.

For low water boats the company built and owned boats Pike, Ben Franklin No. 7, Pike No. 8, etc. In 1840 the James Wall for the Cincinnati and Maysville trade, was sold to Capt. Strader. In the spring of 1841 she was placed leaving the former city every Monday morning at 11. T Stroke, 3 42-inch, boilers, 22 feet beam, 180 feet long. freight, and did very well. The writer was captain, James

The apparent success of this boat during a rather short suggested the idea to the steamboat community of making Wilson Strader bought the "Mail" for the purpose. Within the course of two years more, there were boats for every Klinefelter, the Hibernia; Capt. Crooks, the Clipper; Buckeye State; Capt. Kountz, the Cincinnati, the Mes James McClew, Allegany. It was in the '50's the great At about this time everybody wanted fine large fast boats completed to Pittsburgh and the Baltimore and Ohio Railroad Steamboatmen nor railroad men had at that time any idea to West and North to South, over rivers, through and

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and all over the continent. The New York Central ended Pennsylvania Central would end at Pittsburgh, and the fine large steamers to ply between Wheeling, Louisville been built. They were, however, named as follows, to Baltimore, Falls City, Virginia and City of Wheeling place them so as to connect with steamboat routes.

## EARLY PACKET LINES.

The result shows they didn't stop there, and steamboat digression from the original object. "Writing something more, now I'm about it. It was in the year 1832, Capt. constructed on the Western waters. This boat was named to pass through the locks, drew about 6 feet light, 200 feet long, 24 feet wide, single engine, don't remember the name, never returned as far as Cincinnati. Capt. Shrodes after 1834's steamboat interest began to increase rapidly, many boats in the Louis and Upper Mississippi country was rapidly becoming uncommon to see the signs for "St. Louis" on as many boats at Cincinnati wharf. There were lines formed. One: "The Red Letter Line," and later a line of fast boats called the "Pike Line" named as follows: Tiber, Tribune, Susquehanna, Paragon, 21 feet wide, 51-2 feet hold 4 42-inch boilers 24 feet long. Another of the same class was in the line, named Glasgow.

I will now return to the "Mail Line." The second double-ended boat made two trips to New Orleans in the winter of 1840-41. After the first she carried General W. H. Harrison to Pittsburg on his way to New Orleans. This latter boat proving rather large for the Mail trade she was sold to New Orleans in 1842, Capt. Casey; she was a fast runner.

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New Orleans for St. Louis three times on regular trips in October. Ben Franklin No. 6 was built in 1843 and placed in the line in the following days. Ben Franklin No. 7 and Pike No. 8 being the lowest in the line. Capt. John D. Edmond having resigned his position as captain of the "Pike side of the Line" was installed as captain of the "Pike side of the Line" and placed in the office, Alfred Dunning having retired as captain of the "Franklin side of the Line" and retired from Mail Line to engage as captain in the trade of the "Pike side of the Line;" also Capt. Armstrong became captain of the "Franklin side of the Line;" Messrs. Summons and Barker holding their stock in the line, one-half of the "Franklin and two-thirds of the Pikes."

The house of "Strader & Gorman," having been established in 1838, carrying on a general produce and commission business in the trade as well as for the mail-boats. Wm. Worsham was the owner in 1840, at which time Ed. (Major) Tillotson succeeded him. In the year 1847 without any change in ownership. When the "Pike Line" was purchased by Patrick Rogers, Thomas Sherlock, C. G. Pearce, Philip Barker were the purchasers. The Line since has continued to grow, new owners have been added and old ones have retired from the business, some built, some bought. A daily line at one time during the war ran a boat every day to St. Louis. Also a tri-weekly Hull Line, the "Great Mississippi and Atlantic Steam-ship Co." ran a line to New Orleans.

The names of the boats (some of them) owned by the generation. Among which were Jacob Strader, Telegraph Ben Franklin, United States,

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America, Telegraphs, Nos. 1 and 2, Northerner, South Major Anderson, Pike No. 9, Lady Franklin, Lady Pi

### ONE STOCKHOLDER 53 YEARS.

In May, 1884, the old company sold a majority of stock Packet Co., with Capt. C. M. Holloway, General Manager Keck, Secretary and Treasurer, of Cincinnati, and Ca The steamers of the company at this time are the Fleet Vevay and Minnie Bay.

One stockholder (J. H. B.) who become interested as a now, in 1888, still one of the owners.

Hoping my humble effort may aid you somewhat in your  
Yours sincerely,  
(Signed) JONATHAN H. BARKER.

CINCINNATI, O., Dec. 28th, 1888.

Capt. E. W. Gould, St. Louis, Mo. —

DEAR SIR: Yours of the 7th inst. was duly received, with indifferent health, prevented an earlier reply.

The following are the principal packet companies, with inability to give the respective dates of their organization.

MEMPHIS AND CINCINNATI PACKET COMPANY  
James D. Parker, President; L. E. Keck, Secretary and  
Steamers — Ohio, DeSoto, Buckeye State, Granite State

CINCINNATI, PORTSMOUTH, BIG SANDY,  
John Kyle, President; C. M. Holloway, Superintendent  
Shedd, General Freight Agent. Steamers — Bostona, B  
Louis A. Sherley.

### OHIO RIVER PACKET COMPANY.

Cincinnati, New Richmond, Moscow and Chillicothe  
Secretary. Steamers Tocomo and Lancaster.

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MAYSVILLE AND VANCEBURG PACKET COMPANY.



David Gibson, President; Bruce Redden, Secretary; L

WHEELING AND CINCINNATI PACKET COM  
David Gibson, President; M. F. Noll, Secretary; Chas

Herewith inclosed please find P. O. order for my subs

Thanking you for the compliment paid me in your let  
kind regards and very many good wishes for the succe

Sincerely yours,  
HENRY H. DÉVENNEY.

## Chapter LV. St. Louis and New O "Railroad Line," 1858.

This line comprised a number of the finest steamers o  
the following boats, viz.: —

Imperial, Capt. Gould; New Falls City, Capt. Montg  
of Memphis, Capt. Kountz; James E. Woodruff, Ca  
steamboat that ever published a daily paper on board; it  
Pennsylvania, Capt. Klinefelter; A. T. Lacy, Capt. R  
Swan, Capt. Jones; Alex. Scott, Capt. Switzer.

Ten steamers composed the line. They had an arrangem  
and with the Ohio and Mississippi at St. Louis, by w  
points reached by either road or the boats.

While this was not a joint stock company, the boats w  
heretofore unknown in this trade and at uniform prices

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Many forebodings were expressed as to its success, as  
regular line upon this principle.

But few mouths however elapsed before the line became  
the traveling public and shippers everywhere.

A position in the railroad line, or a "*day in the line*,"  
boat suitable for the trade, and commanded a large pre  
\$1,500 was paid in some instances.

But from the unfortunate "*unpleasantness*" that occu  
"railroad line of boats" promised a success that has no  
Orleans trade since, and furnished a character of boats  
since that time.

While their time was not as fast, their regularity and

### ST. LOUIS AND TENNESSEE PACKET CO.

Before the close of the war the demand for transportation established the establishment of a packet company between St. Louis and there in transporting government supplies, and a success in the direction of Capt. Cafferes and other war captains. After the government transportation ceased, the boats were used for the present company reopened the trade.

In 1881 a company known as the "St. Louis, Cincinnati

Capt. I. M. Williamson, of Cincinnati, acted as superintendent. He filled the same position at Pittsburgh.

The company had some good boats and they were judiciously

But it was soon discovered the distance was too long and a shorter route could not be successfully maintained, and

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### ARKANSAS, RED RIVER, OUACHITA AND CINCINNATI FORMED AT ST. LOUIS.

Soon after the close of the war the trade of the South developed and suggested more and better facilities for transportation.

The result was the combination of the surplus boats that were left and were styled Arkansas River Packet Co., Red River Packet Co. They were simply associations with an agreement to run in the direction of a board of directors and a president. When they wished to withdraw, they did so.

"The Merchants, St. Louis & Arkansas River Packet Co.

James A. Jackson was elected President; D. P. Rowland, Secretary and Superintendent.

The company had several light draft boats which ran on the Iron Mountain Railroad soon wore them out, and they

The Ouachita River Packet Co. was organized in 1870 among which were the C. H. Durfee, Frank Dozier, master; Ida Stockdale, J. W. Jacobs, master; Hesper, master; Vanhook, master; Tempest, D. H. Silver, master.

These boats were succeeded by others as they were lost. But a permanent trade by the river would be established. But on the tributaries of the Mississippi, it has only been a question on the completion of every railroad.

A line of boats known as the "Carter Line," was established on the Mississippi River. But its existence soon terminated, after an unsuccessful

A principal difficulty in this case was the great distance

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### ATLANTIC AND MISSISSIPPI STEAMSHIP COMPANY

The great demand for transportation after the second year of the war, and the purchase of munitions of war by the government, induced the building of many boats at high prices. The result was that at the close of the war, or in the hands of the owners, what could be done with them. It was painfully demoralized that not half the tonnage then afloat on the Mississippi was profitably employed. After various plans had been considered by the owners, a joint stock company was agreed upon and the principal object included in the organization was to form the capital stock

Three disinterested gentlemen were selected to value the boats

The aggregate value was fabulous — nearly two and a half million dollars in boats, many of them the largest and finest then afloat.

The company was christened the "*Atlantic and Mississippi*"

John J. Roe was elected first President, and John N. B. was elected Secretary in St. Louis.

It had the most extensive agencies and connections of any line on the river, and its own system of coupon tickets, which was recognized

Freight and passengers contracted to and from all points on the Mississippi River to New York by steamships were close, and large quantities of freight from the Mississippi River were billed through the line and

The *first fatal mistake* was made in the organization, within two years. A majority of the best boats owned on the Mississippi at other places were selected and appraised, and stock issued for them at the capital stock of \$2,000,000. Subsequently the corporation increased the capital stock to \$2,240,000 and the number of boats outside.

*In this the mistake occurred.*

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These *outside* boats, while not as new or as valuable as those owned by the company, and when combined under an organization, at once presented

Things went on swimmingly for a few months. The

among those that had previously been employed by for blocks of stock.

The war was over, and the country full of greenbacks. consumed by steamboats were fabulous. People at the the only cheap commodity in the market was "greenbacks" the steamboats were in commission, manned by crews salaries, each crew striving to excel the other in the elegance of their boats, with no one to control or check their extravagance.

The wide-spreading limits of the company's business (only two of which were receiving salaries) to do more detail and the result to the judgment and the caprice of may be anticipated. While the company was doing an extravagantly and with so little regard to permanent results.

Although the war was now over and the volunteer force government had yet a large amount of water transportation in the Mississippi valley, and advertised for bids to cover service. The directors of the Atlantic and Mississippi Steamship Company, government transportation before the "surrender" and the

*This was another fatal mistake.*

It left the field open for the organization of another company of it, and having secured the contract from the government desired to do so, were put into the new organization.

The government contract, although let at lower than the cost of cargo in all directions, which gave another company a time, or early in 1867, adversity

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seems to have overshadowed the great company. Losses were several of their finest boats were burned. Three at one time were sunk and in less than six months half the boats had disappeared. Losses had accrued from various sources. Suits had been commenced which twelve months previous had been sold at par, were now pressing, directors were indorsing paper to raise money. An assessment was made on the stockholders to pay off the debts. Many responded. Some did not, thinking it was too late to save the company.

They were wise. While a large sum was realized from the sale of the boats had been widening since the organization. It however could not be paid to all except the stockholders. Later on they were relieved of the wreck. Every remedy known to the trade was resorted to to avoid the pending crash.

The directors were liberal, high-toned business men, and their company its embarrassments. Capt. John J. Roe resigned the position



Joseph Brown, and Wm. J. Lewis. But no amount of defer the final catastrophe.

Thus perished one of the largest steamboat companies vanished several fortunes, the accumulations from the

One of the largest stockholders in this company had represented the assessed value of the boats he put in. O much, but far more than they were able to lose, and ne

St. Louis & New Orleans Packet Company succeeded. It was organized in 1869. Capt. John N. Bofinger were included in the association, and controlled by the the A. & M. company collapsed several of their boats w

Having a contract with the government and each owner

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managing his own boat, under the general rules of the owners than had resulted to the owners of the stock in t

This organization continued with varied success for s "Merchant's Southern Line Packet Company" in whic associated in the St. Louis & New Orleans Packet Cor B. R. Pegram, vice-president.

After a varied experience of two or three years the orga shippers nor did it meet the demands of the commerce it profitable to the owners.

It was finally superseded by the "Anchor Line" which covered the whole territory from St. Louis to New Or

#### "ANCHOR LINE."

By the addition of some outside boats this line was per with profit, and has given general satisfaction to ship regularity of the ["Anchor Line"](#) has given it a national competition from railroads will ever disturb. Certainly character of their boats and the regularity with which many boats from the New Orleans trade shall create dis competition from others beside the barge line.

It hardly seems possible to those who once knew of the boats employed in this trade that *one boat per week* w accommodate that trade.

But those who have witnessed the result of railroad cor even this, notably from Pittsburgh to Cincinnati, from the Missouri River, where in less than thirty years the

sixty to none at all.

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## Chapter LVI. Memphis Steamboat

As early as 1844 as seen by reference to New Orleans page  
four boats to Memphis, composed of the following: -

Steamer Memphis, Capt. R. S. Fritz; steamer Joan of  
Capt. T. J. Casey; steamer Red Rover, Capt. M. G. A

This was a temporary organization and was succeeded  
Gosler; steamer Magnolia, Capt. St. Clair Thommas;  
several years and were succeeded in 1857 by the following

Steamer Ben Franklin, Capt. J. D. Clark; steamer Neb  
Capt. Berditt Paras; steamer John Simonds, Capt. J. F  
steamer H. R. W. Hill, Capt. T. H. Newell; steamer C

This was a well organized company and ran with regu  
Charleston Railroad three or four seasons, ticketing pa  
East.

It maintained an office in New Orleans and Memphis,  
steamboat organization that had existed up to that time  
constituted the capital stock of the company. But the ex  
boats, and the owners preferred to sell the boats to pay c  
themselves to sustain the line.

The result was the boats were sold and the line disconti  
the boats.

The officers of this company were James Gosley, Pres  
Rawlings, Secretary.

During this period there was a line of four boats from  
Alvin Adams, Southerner, and Northerner; all fine bo  
support them, and the line was of but temporary durati

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### OLD PROMINENT STEAMBOATMEN.

In the *Memphis Appeal* of September, 1888, one entire  
amusing and interesting items relating to steamboats  
that port, by W. S. Trask.

The following interesting items are from that elaborat

"A number of very prominent men of the present day h the Western rivers in various employments. Ex-Gover Fitzhugh Lee, was a clerk on the Wm. M. Morrison, humorist and author, was a pilot on the same craft. W freight clerk on the steamer Tennessee, running betwe ago. Many of the prominent bankers and insurance me in their earlier days, and ex-Congressman Hooper, of the Upper Mississippi back in the forties and perhaps packet B. L. Hodge, one of the most accomplished ma g ighted Humphrey Marshall, of Kentucky. The late Co of New York, ran the big side-wheel steamer Convoy St. Louis, about '47 and '48, and Wm. Ralston, afterv clerk on the same vessel. Both went to California in '49 river men now here in our midst include Mr. W. W. Read, the prominent banker, and several more not just River flat-boats, which moored at our levee, a graduat Capt. Mallory, of flat-boat renown is the auditor and t Indiana, while another flat-boat captain, in the person responsible place in another Indiana county not fur fro mentioned but these are enough to show that honor and

The late William Bohlen, of this city, was identified covering the grand era

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of steamboating. He owned the steamer Alliquippa bac loaded barges between the Upper Illinois River and Me far as Baton Rouge, to supply the people's demands fo at Louisville in 1854, for the New Orleans and Bayou S was afterward purchased by the Bohlens for their ice to the Yazoo River in May, 1862, towing the war-boat A among the Federal fleet in front of Vicksburg. The Ca fastest boats of her day, and for an entire season, that c and New Orleans, carrying the mail and making fifty trip. The Capitol was 235 feet long, 35 feet beam, 8 fee cylinders, nine feet stroke. She was contemporary and which ran in the New Orleans and Vicksburg trade bet White. A goodly number of pleasant stories are related sports during the early history of this city. He was fa player, ranking in that way on a par with the great Cre one occasion a visitor here from Vermont named Tins checker tools expressly to beat Mr. Bohlen at his favori to the distant maple groves of the Green Mountain lati sitting, the couple repairing to a quiet room at the Ga contest, the difference was only one game in favor of t supper ensued, and after it was over the play was renew and far along toward sunrise, at which time Mr. Bohle from Vermont packed his kit and went East, spreading traveled.

The surviving brother of the late Mr. Bohlen, now res

Mississippi with coal and ice, going as low as Baton Rouge, and cart-load as suited purchasers. He closed up the trip with the favorite currency of time, and this he packed

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snugly in a box, taking passage for the Ohio River on the boat during the trip up, between Fort Adams and Natchez, which was totally destroyed, over fifty lives being lost by the children of the boat's commander, Capt. Castlemar, but his wife by swimming ashore with her. Mr. P. R. Bohler saved but his efforts were only partially successful. He went down with one arm, held on to the burning boat by digging his fingers into the hull, and finally when red-hot coals began to drop through and scorching his ears, he took a notion it was time to jump for safety, but lost his gold. Finally reaching his destination in his advanced years he is comfortably fixed and leads a life in Illinois affording recreation and a chance for investing his investments here.

The golden days of steamboating in the Memphis and the richest of this marine harvest time was the decade and several hundred thousand bales of cotton were annually produced on the river below. Cotton, negroes and land comprised the planters were the nabobs of the South. A negro in those days cotton brought \$50, the capacity of production being a year to a field hand. No railways penetrated the interior and the only means of transportation on our Western and Southern was the primitive keel or flat-boat, the latter being the exclusive. It was away back beyond this period that the brave old General Vice-presidency with Cass in '44, and died at the advance which will hold its place as long as time lasts, comme

"O, boatman, wind that horn again,  
For never did the listening air  
Upon its lambent bosom bear  
So wild, so soft, so sweet a strain."

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In those early days when the Convoy, Capt. C. K. Garret, Memphis to New Orleans, and the Autocrat, Capt. Goy, traffic was transacted on flat-boats moored at our landing was on the big wharf-boat always lying at the landing in abundance. Then it was that the respected Maj. J. J. M. flat-boat, the late C. W. Goyer dealt out side meat to Capt. Johnson disposed of furniture in the same way; the while many others had their trading boats floating at the public. Flat-boating had been in years previous a profitable handsome profits, and a voyage southward was often a months' trip to New Orleans, floating lazily with the wild and beautiful, was a thing never to be forgotten, of their fortunes while serving aboard of flat or keel-bo



due time, and as our little city grew in importance the increased in number and capacity. The pioneer pair nar Bulletin, Capt. Charles B. Church; the Geo. Collier, C Franklin and Ingomar, Capt. J. D. Clark; the H. R. V Joseph Estes; the John Simonds, Capt. Frank Hicks; 1 others of equal note, capacity and grandeur. All of the now deceased except Capt. Frank Hicks and Capt. Jame

### STEALING A STEAMBOAT.

Talent is essential to success when it comes to stealing easy to do, though both are known to have been done. Along in the fifties, on the Yazoo and Tallahatchie river the active business season, was stolen outright twenty-pocketed the proceeds of the sale, amounting to \$20,000

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to a merchant of New Orleans named Joseph R. Shannon his friend, Edward Schiller, at the time Commodore F Schiller managed to get hold of and destroy every paper custom-house registration record. He sold the boat, ga Fort Scott, Southern Kansas, then on the frontier, he l that, Mr. Shannon found and began to worry him. A c accepted, and the bother began in earnest, as the rightf was penniless. Schiller had been a reporter on the New C book called "Cherry Blossom," that did not meet succe here in Memphis while Greeley ran for the Presidency, wrote for awhile for the same journal, and finally went some years later, leaving a son and a daughter. He was himself into the *Avalanche* office, unloaded about a h asked the editor, Mr. Brower, to examine it, with a vi was never printed, for it was not worth printing. The were not appreciated by the public. He stole a steamboat common failing among pilferers.

The exploit of Schiller affords perhaps the only instance steamboat and made way with the gross proceeds, but have cut out vessels and run them off to get away from the best remembered and most successful in this line w rode recklessly at all hazards of life or limb when it car wool over the eyes of his creditors with much more eas years ago that he ran the steamer Glasgow off from th due his crew and for supplies of a couple of thousand c Ohio and also up White River, going out light and c bettering his condition, he began to beat about

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to save his boat from attachment. One night he invited Black Crook at the theater. After the play an oyster sup The cost to the captain was a dozen dollars or so, whic

Meanwhile Capt. Selby, his partner, had steam raised on the river. Old Si Dougherty, the pilot, John Darby, the Baird and half a dozen others, participated in the pleasure wharf, foot of Jefferson street, their steamer was gone. Capt. Baird had run the sidewheel steamer Republic out of and several deputies, afterward putting them ashore in the flanked marshals, sheriffs and creditors when he ran the in previous years, but his best achievement was that of them have a good time while his partner took the boat and no boarding house. Dozens of instances might be circumvented, but none would beat the game played so

Capt. James Lee, Sr., for whom the handsome steamer evening of a well spent and active life, resides quietly on Adams street, or rolls around in a big arm-chair on the the river for more than half a century. The captain began and participated in its most brilliant triumphs. He could ever floated the rivers, including the Old Hickory, the two dozen others. Capt. Lee is a great hand to tell stories merriment at all times when his duties would allow. One about like this: "As odd a customer as you'll find in this Stewart county, Tennessee. He was long and hungry looking his ears, as if he'd been fixed up to be born over; and he right between his shoulder blades. His head was sugar together, like a crawfish; his

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nose was long like a wedge, and his mouth looked like powerful lungs and he practiced with a bugle until he went through, about the time Polk was elected, Prewett bugle. The boys had heard of his blowing powers, and that he could blow the bridle bits out of a mule's mouth tail. Prewett won the money, but he failed to secure an

### LOSS OF BULLETIN, NO. 2.

While lying at the Memphis wharf near the mouth of Helen McGregor exploded and a large number of people disaster of a long list that has since occurred in front of loss of the Pennsylvania, Capt. Marshall, in June, 1858 both cabin and deck, and more than 100 persons were killed Senator Isham G. Harris. The judge occupied a state room Charles Stone, formerly of this city, and whose sons were disaster occurring about daylight, and Mr. Stone has a river. He swam to a tree in the overflow, the low country perch he was rescued. The locality was near the mouth of Frisbee, Capt. John T. Shirley, came along shortly after the wounded were cared for, Odd Fellow's hall being used for accommodation. Three years before that the steamer Burned near Transylvania landing, above Vicksburg, a father of Mr. George Handworker, the well known musician among us, although it happened thirty-three years ago

boat, Mr. App, the shoemaker, who leaped from the  
legs from being

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broken, and others. Capt. J. H. Freligh, recently deceased, recipient of a fine silver set by our citizens, owing to money which was entrusted to his keeping for account Shirley, of this city, a passenger, was called upon by ashore, and he came near losing his own life in his effort saved the life of Capt. Shirley and also that of Capt. M at the time. In April, 1859, the steamer St. Nicholas, C this city and many perished. A benefit was given the s the manager, on which occasion Miss Vandenhoff rec disasters have occurred which surpassed them in horror up near President's Island over twenty years ago and ma

### EXPLOSION OF THE SULTANA.

The Sultana, carrying tubular boilers, exploded near H city, in April, 1865, and 1,600 people, nearly all nation The boat floated down to the head of the Island above M covered with sand and a growth of willows and cottonv first tidings had of it here was the cries of the people a wreck. Nearly as bad was the explosion of the great stea below Island 40. The wreck floated several miles and th of the lost was a man named Uhlen, from near Golcon Greenville, Miss., and after five years or so of hard lab had with him. The whole family and the money was le flatboatman. The towboat Warner blew up directly opp were killed or crippled. One of the worst of the list of April, 30, 1884. When about to make the landing at th found to be in flames. The pilot headed for shore, ran

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made their way ashore. The boat swung out into the ri children being of the list.

As an evidence of the rapid decline of steamboating on testimony: —

The tonnage built in 1881, was over 80,000. In 1883, i 1885, it was 10,000. In 1887, it was about the same.

The number of steamboats built in 1864 was greater th tonnage of which was 148,000.

### LARGEST CARGO OF COTTON.

The largest cargo of cotton ever floated on one bottom the steamer Henry Frank, Capt. Hicks, and amounted The Henry Frank made twelve trips that season, carryi

cotton, 28,218 sacks of seed, 13,675 sacks of oil cake, consort, the iron steamer Chouteau, carried the same seed, 15,335 sacks of oil cake and other freights. The 337,000 bales of cotton. Much of this cotton was shipped Chouteau carried in, next to the Frank, the heaviest ship Howard, 7,700 bales; the Mary Bell, 7,108 bales; the 6,765 bales; and the Natchez, 6,500 bales — a total by great steamer in the '40s, carried 5,000 bales into New conspicuously on the canvas, painted by a celebrated artist the Mississippi from St. Paul to New Orleans in a single This was afterward exhibited in the leading cities of Europe. Capt. J. W. Goslee, was a noted craft in her day, and Up to the interstate war no cargo of more than 6,000 this was by the big Magnolia when she ran in the Victoria mentioned, was a favorite passenger boat in the New Orleans Thomasson, her commander, was the most aristocratic anecdotes were current on

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Thomasson than any other boatman, unless exceptions Columbia, and Capt. James Lee. The two first named

### STEAMERS GRAND TURK AND JOHN SIMONDS

The great passenger steamer, John Simonds, built at a cost of not far from \$100,000, was a mammoth three Robbirds, who had previously run with great success included a fleet, in part, of which was the Mameluke, Josiah Lawrence, Alex Scott and a host of others. The New Orleans trade, but was sold to run between Memphis of a fleet which for ten years preceding the interstate war rich and productive valleys to the south of us as far as crowded with freight and people, and their traffic did each boat during the active business season. Capt. Chou accumulated while running on this famous line of boats their families in good style among us. A balance sheet up by the boat's clerk, the late J. H. Freligh, for fifteen March 21 and April 4, 1857, inclusive, reads as follows

	Up.
Receipts for freight	\$2,817 20
Receipts for passage	1,322 50
Total for trip	\$4,139 70
<hr/>	
Expenditures —	
For wood	\$2,030
For crew's wages	2,498
For stores	1,577
Expense	1,575
Net gain on the trip	\$3,721

This, it will be seen, was thirty-one years ago, and the



per day, while

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receipts were slightly above \$750 per day. The Simonds part of which she worked in the interest of the Southern

A line was also formed to run from Memphis to Cummins, Cline, John Simpson, and City of Huntsville. They list the same reason

There was at the same time running to Cincinnati, a line from Memphis, Silver Moon and John Swasey.

To Napoleon, Daniel Boone, Frisbee, H. D. Means, K

To White River, the Kanawha Valley, Return, Adams, running to St. Francis River numbers one, two and three

It was claimed that during the palmy days of steamboats either owned or made that their home port, and the record

**MEMPHIS AND ST. LOUIS PACKET COMPANY**  
developed into the great *Anchor Line*.

Among the first and immediately succeeding the organization "Railroad Line of Steamers," a line was organized to be chartered in 1859 as the "Memphis and St. Louis Packet Company." The appraised value of the different boats that composed the line succeeded in a few years by Win. J. Lewis, who in that period the company added several new boats and did a large business. The line was extended to Vicksburg, and greatly improved had ever before been run in the trade.

Capt. Henry W. Smith was for several years acting as the manager of the enterprise and perseverance great credit is due for the success of Capt. Roe to the presidency, and through his ability and energy built and owned the finest and the fastest line of steamboats that time if not in the world.

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### **ST. LOUIS ANCHOR LINE.**

The Memphis Line was finally merged into the St. Louis Line. The line extended their lines south, the Packet Company gradually extended their line to New Orleans, running a part of the line to New Orleans under the style and name of "Anchor Line."

As a practical steamboat and business man, Capt. Smith was a great loss to the profession. And his death was not only a great loss to the

a public calamity. His experience was varied as a business man, and rendered his councils of value upon many subjects besides. His energy exceeded his vitality, that his life terminated in the midst of his career, him, in 1870.

Capt. Jno. A. Scudder succeeded to the presidency, after the death of Keiser, and by his judicious management the reputation of the company increased, and the stockholders a larger amount in dividends than any other company. When Keiser succeeded Capt. Smith as superintendent, and was appointed boatman, the company retained its prestige for fine boats. Each additional boat, from the yard of the famous "Hercules,"

In this connection it is proper to add that a principal cause of the success of the boats arose from the fact that it was able to pay for everything in advance, and having all of its work done at one yard, and by a firm that was constantly being improved upon.

Mr. Scudder has been associated with the company as superintendent since the organization of the Memphis and St. Louis Company. He was an officer, and only retired from the presidency one year ago. He was relieved by Capt. Keiser, until 1888, when he resigned. He is a Mason.

This company still maintains its organization intact, and carries on a large freight business between St. Louis and points on the Mississippi. The river is concerned.

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"The Barge Company" divide shipments to and from New Orleans, and from there the bulk of freight destined for St. Louis. The company carries the trade to Grand Tower, although often temporarily attached to the Memphis Packet, one running from St. Louis that has been able to withstand the competition enough of its business to make dividends from, except during the war.

The phenomenal success that resulted to this company during the war. The trade that had heretofore sought New Orleans as its market, even before the close of hostilities. The demoralization of the South was so universal that a change of base was required.

The Memphis Packet Company was partially intact, but its business at the commencement of the war. As soon as Memphis was captured, the trade between St. Louis and Memphis was renewed, with the addition of the necessities of war gave to it. The same result occurred in the country further South, and when the war terminated the business was second only to that which had been secured by the army.

This company was in position to avail itself of the opportunity of the war. Business men and large provision dealers, were not slow to avail themselves of the opportunity. These they provided for, and provide the boats to deliver them to the market that had

life by a devastating war of more than four years. They proved itself equal to the emergency and reaped a rich harvest except Mr. Scudder, who still stands as a sentry, watching a cyclone that has almost swept from the Mississippi Valley so recently gave pleasure, profit and employment to so

Those that remain, beside this company, as a rule are the benefit of the few who can gain a subsistence in no other way when river transportation must be

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limited to heavy articles in bulk, on good navigable waters. It is not practicable to build railroads.

On such streams as the Missouri and Arkansas, it is not possible with the expectation of making them permanent avenues of commerce, a railroad built along each bank, or near it.

It may seem a plausible argument at present, to urge the reduction of railroad tariffs. But the time will soon come, if not already come, when one-fourth part of the time and dried up as much longer than anything.

It is a misfortune that this subject is not better understood on the Mississippi, Missouri, and Arkansas Rivers.

### FALLACY OF IMPROVING SOME RIVERS.

The more money the government is induced to expend on river improvements, to be made successful competitors with land carriage, the more such streams as are susceptible of valuable improvement will be improved sooner or later, even to those who have no practical knowledge of the Mississippi River and the tributaries on the east side of the river. Improvement that may be necessary to accommodate the commerce of the part of delegations in Congress from the Mississippi Valley, the expenditure may be secured.

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### Chapter LVII. National Board of River and Harbor Commissioners. Origin and its Purposes.

An initiatory convention was held at Louisville on the 15th of August, 1852. Delegates of water transportation from twenty States were present.

The aggregate amount of capital represented was estimated at \$1,000,000, which was invested in steam vessels operating on river and coast. A general uprising of steamboat owners from every part of the country, against the *new steamboat law*, enacted at the previous session of

It was substituted for the old law of 1851 and claimed to keep pace with the rapid development of steam navigation was prepared at the suggestion of the Secretary of the Board, who knew nothing of Western river navigation, and the Supervising Inspectors had much to do with the new law, to divulge any connection of the Board with it, although they bore the marks of bunglers rather than experts, and it was in the business who had spent a life time in acquiring

To modify, or amend, this new law, and to make it the object of the convention.

After a session of three days, in which all the material of the convention well understood, a committee of five was appointed from all over the country, to draft and prepare a new steamboat bill, as in their judgment might seem best.

The following names were selected on this committee: Whiting, Detroit; T. J. Stockdale, Pittsburgh; Thomas H. Osborn, Louisville; and Louis. B. S. Osborn, of New York, was elected

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Secretary. The committee agreed to meet at Pittsburgh before the convention, which then adjourned, to meet at Washington.

The committee met at Pittsburgh early in December, and assigned them — which, as the sequel proved, was a task of no small magnitude into a law, was another matter.

After a session of eight or ten days they adjourned to meet at Washington, where their duties were resumed. Numerous interviews were had with the Secretary of the Treasury, to ascertain the necessity for a new law and the necessity for one. Mr. Conger, the member of the House employed by the Treasury Department to frame the new law, was consulted, and their object, but was gradually won over by the arguments, and convinced that some amendments to the law were necessary. He was then to amend the law as it then stood and proceed, section by section, so far as was consistent, so far as was possible.

The law contained over seventy sections, many of which were obsolete in 1851, when the character and condition of navigation and navigation was not applicable to present necessities.

After close and careful application for several weeks the committee reported to the National Convention held at Louisville the previous

The call was liberally responded to, and a large convention

The bill, as prepared by the committee, was submitted to the convention. And after careful revision and such amendments as seemed necessary, and the convention adjourned, subject to call by the con



At this point the trouble commenced. The *vital mistake* was too late to overcome it. The convention had "counted with

After the bill was completed and ready for introduction, a committee called at the Treasury office, to ask the endowment (Mr. Boutwell) in securing its passage. They were referred to

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who later succeeded Mr. Boutwell, who appointed a meeting at 10 o'clock.

The committee called at the appointed time, and were received by the committee.

Then the *mistake* began to loom up. The committee had been known to be preparing an important bill to control a grant of money under its direction, and which by inference was a direct result of a recently largely emanated from that department.

A consultation was at once had with members of Congress, in all branches of Congress, without reference to the Treasury Department, not the duty nor the prerogative of the Treasury Department. There was no doubt but that the bill could be passed and become law.

Two bills were introduced. One in the Senate by Judge Thayer, of Pennsylvania.

They were favorably received and referred to the appropriate committees.

The Chairman of the Senate committee was Mr. Conkling. Mr. Boutwell (it is charged) *put the bill in his pocket*.

The committee of the House proceeded to examine the bill, and before them, to take testimony upon all points they needed to pass the bill.

No bill was ever more thoroughly discussed in committee.

It was unanimously indorsed by the committee and passed by the House at *different times*, during as many succeeding Congresses.

No effort on the part of Senators ever succeeded in getting the bill, although many attempts were made by Judge Thayer, the Chairman of that committee as long as he remained in office. The bill was generally indorsed, of course, many unkind, and

Those who remember Mr. Conkling in Congress, or who have read his remarks to him, or of him.

Unfortunately, perhaps, in this connection, the Secret

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of the Executive Committee who had prepared the bill, York known as the *Nautical Gazette*.

Mr. Osbon, the editor, was a bright, vigorous writer discretion. In this instance it undoubtedly proved to be steam navigation, and understood perfectly the necessity (himself), he fearlessly defended their claims in his paper when defending his position. The exalted status of a U he crossed Osbon's path, and nothing suited him better any one who opposed him.

The experience at that early day of the Executive Comm a small, factious minority in Congress, could not be c attempt to restrain Mr. Osbon, their secretary. The res Department and Mr. Conkling on the one side, and the instead of being healed.

### EXECUTIVE COMMITTEE AND THE THIRD

The "steamboat bill" dragged its slow length along fr always being represented in the *third house* by member opportunity of urging its claims and discussing its n Congress as it was to the authors themselves.

Probably there has never been a bill introduced into any thoroughly discussed and better understood than this s importance, but because it was so persistently opposed known to one in twenty of its friends.

In the first years of its advent in Congress it had as in either body. Gen. James S. Negley in the House acted a though almost unanimously. Judge Thurman did all t had it been reported there was no doubt of its passage a

During all those years the National Convention contin different places,

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notably, Buffalo, Cleveland, Baltimore, Pittsburgh, I meetings the report of the Executive Committee, on th was the principal subject of discussion.

New officers were elected and a new Executive Commi Washington at the meeting of Congress, and resume

They were authorized to make, and did make, amendm

opposition to any and all the provisions of the bill, except that which was so manifestly a necessity that no amendment could be made. The bill was passed by a vote of 100 to 10, and the interests he represented than for any harm that could result.

At a meeting of the convention at Cleveland it was determined that the "National Board of Steam Navigation" was the proper organization, and an executive committee appointed, whose duties, and a committee had been charged with by the first convention. The committee, notably Messrs Copeland, Shirlock and W. years, and never a session of Congress convened that of enactment of the "steamboat bill."

While the bill as a whole has not to this day become a law in some parts has been so modified that less hardships

The National Board of Steam Navigation still maintains meetings in New York.

But so far as the Northern Lakes and the Mississippi itself and lost its usefulness and its interest.

Although the ostensible object for which the organization was not entirely successful, there is no doubt much good that was asked was not secured, much damaging legislation parts of the country are better understood and a remedy

If ever water transportation again comes to the front, a

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national legislation is necessary to protect it, the long service.

It is an axiom in war never to underestimate the forces of legislators. In this struggle the doctrine of the "survival of the fittest" is the "National Board of Steam Navigation" still lives a

**NATIONAL BOARD OF STEAM NAVIGATION**  
WASHINGTON, October 7, 1881.

*To the Editor of the Post-Dispatch, St. Louis:*

After a session of two days the National Board of Steam Navigation met at Cairo, Ill., with the intention of holding their next annual meeting on the steamer, during her passage from that point to New Orleans during the autumn or early winter of next year.

This proposition coming from Eastern members, it was in the right direction, tending to awaken a more lively interest

members in the objects of this organization, and to afford an adequate idea of the importance of Western river commerce.

The report of standing committees, the appointment of delegates to attend the River Improvement Convention, October, together with the usual routine business of the board, was brought before the board at this meeting.

The attendance from the West and South was small. But the members having their ladies with them.

It was evidently a mistake calling the meeting at so early a date, at all it should have been during the session of Congress, when the members were engaged in steam navigation.

The steamboat bill, as it is called, which has been handed over to the Executive Committee, elicited considerable discussion. The chairman of the committee. But the opinion prevailed that it was just and necessary for the promotion of steam navigation, and that more effort to secure its passage by Congress.

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Capt. John N. Bofinger, who has been chairman of the board, having tendered his resignation on account of not having sufficient time to devote to the duties of the office, Mr. Negley, of Pittsburgh, was elected to fill the vacancy. Mr. Negley will be in attendance at Washington during the next session, and will succeed in securing the passage of the bill, since the probability of his succeeding under a cloud by resigning his position in the Senate.

A delegation from the board called to-day to pay their respects to Mr. Negley, and were very courteously and assured them it would afford him a great pleasure to be consistently to the advancement of the objects of the board.

After a brief interview the delegation retired with the assurance that the business interests of the country had nothing to fear, but that they were in the hands of a man of ability and energy.

Respectfully yours,  
E. W. GOULD.

From the *Marine Journal*.  
Los ANGELES, CAL., Aug. 16, 1886.

*Editor Marine Journal:*

I see Congress has at last adjourned, and, so far as I know, the bill for license fees was referred failed to report; and of course the bill, on its merits, remains for future action.

There seems no good reason why a claim of that character should not be made.



consideration at the hands of Congress.

Pension claims are popular on the ground that the men are citizens, who have rendered valuable service to the Government.

The same class of citizens have paid an unjust tax to the Government, and I believe it is only a question of time when it will be repealed with the same energy and determination that many other reforms have been effected by the more unanimous effort by the individuals in interest,

The time is rapidly approaching for the annual meeting of the

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of the National Board of Steam Navigation, and I regret that I cannot be present at that pleasant reunion.

It has so long been my privilege to meet with the board of directors, exceeding by my inability to attend this one — not that I

But it is pleasant to meet with old friends who have so long waited, especially when success, long deferred, has to any extent

This I think the Board can congratulate itself upon having accomplished its

While much has been accomplished there still remain many things of the great industry of steam navigation, are more or less in

The benefits are not alone for what has been accomplished by the Board, but by the legislation in the interest of individuals

I trust the interest that has sometimes lagged in the Board, and the want of material aid, will be overcome by the present effort, and that greater results may yet reward them for their

As the season of the year is favorable and New York has a large number of visitors there, I hope to learn that a large and enthusiastic meeting will be held, so I have no doubt of the result.

The steam navigation of the country is largely dependent upon the avenues by which the public is made familiar with its

If all that are interested in this great industry would give their attention to the National Board, it would not be so difficult to secure legitimate legislative enactments for the National Board.

The principal steam navigation interests of *this coast* are now under consideration with them, consequently there never has been a meeting here.

Railroads, as you know, are parallel with all water routes in the past, so far as inland navigation is concerned.

I trust my business relations here may be such that I can

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consistently return to Washington this fall, and if the  
Dumont's position, my services can be made available  
E. W. GOULD.

In sketching the history of the National Board the following day, may not, at this late day, be uninteresting to the

We publish below a letter from Capt. E. W. Gould, of St. Louis to the National Convention of the Board of Steam Navigation, which say that to his untiring energy and perseverance in a few years of waters that to him is due more than perhaps to any other person has been instigated by general and State government. It was the obstructions in the Western waters that the government has been yet incapable from the small number employed of doing the demonstrations of the utility of these appliances, and a step for more river rights, we can yet have our water-courses cleared as the avenues of commerce. Capt. Gould was President of the Missouri River Company, also President of the Wrecking Company, and the hard working President of the Missouri River Pacific

BUFFALO, Sept. 4, 1874.

RIVER EDITOR REPUBLICAN — *Dear Sir:* The National Convention adjourned from Philadelphia one year since to this place in New York on the first Wednesday of September next.

There were a large number of delegates present from nearly all those on the Mississippi, representing some seven millions of people.

Many regrets were expressed that St. Louis, Memphis and other important results anticipated from this organization, were not at two last annual meetings.

Had it not been for the courtesy of the Pittsburgh delegate and representative from

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the Mississippi river, Capt. R. C. Gray kindly volunteered as a substitute unknown to me, that delegation declined to give him up as a substitute. All those who know Capt. Kountz as a delegate know that he has courage, firmness and force of language so that in justice to him I may add St. Louis was not left with

indifference in sending delegates resulted in their being on the Board, or in the election of its officers the ensuing year.

Thinking to revive the interest that was once felt on the part of the interest we represented, we, the St. Louis delegation, made a vigorous effort to secure St. Louis as the place for next year's meeting.

But we had neither the numbers nor influence, and New York, although the East was far behind the Mississippi in its efforts to amend the navigation laws of the country, or of controlling the interests are subjected.

But the temporary cloud under which this great interest has been that is depressed. I find the same stagnation upon the part of the railroads, that are charged with bringing upon us a deluge of And when they fail to find foreign capital to invest in the West & Co., and are obliged to build and run their roads as a source of gloom that now pervades navigation circles.

We have suffered long and seriously for the want of money, and are down with exactions and expensive inspection laws, making the great marine commerce of the nation.

Our rivers have been obstructed by railroad bridges, which prevent the and cargo amounts now almost to prohibition.

And yet when an organization is formed and placed under the management of ship and steamboat, owners, engineers and business men, it is relieving the embarrassments under

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which we have been so long suffering, many of our people are doing nothing, or that we have tried long enough, or that the interest is well as the public domain, etc., etc.

I speak with confidence when I say I believe, as far as the interest is concerned, that time when members of Congress were so well disposed to do something to protect and foster this great interest as at present. It is a recent combined effort from all parts of the country that has been made for Steam Navigation, which had its origin at a convention

To be sure but little has yet been accomplished practically, but a way has been prepared by which great benefit may be derived from the interest they represent.

All that is necessary for them to do is to unite their efforts in urging upon members of Congress the necessary reforms, and also the importance of increased appropriations for the protection of these great arteries of commerce for present and future generations. For the purpose of deriving some more in

transportation, the delegates from Western ports assumed a convention to be held in St. Louis on the 30th of the present month. The attendance of large delegations from all parts of the South and West, and some plan by which the ruinous competition now exists.

As this is a subject addressing itself directly to our present interests, and fully indorsed, and the convention largely attended.

I had intended to have written more at length upon the subject of its reception by the Buffalo local board. But having been so long, I must defer further remarks and refer those interested to the report.

I will say, however, in closing, that the meeting was of great interest, and many interesting questions of navigation and interest were discussed and a most instructive and eloquent address was given by Mr. Hibbard, of Buffalo, upon the subject of maritime law.

Mr. Hibbard is recognized as one of the best admiralty lawyers in the country, and entirely familiar with the present state of navigation and transportation interests of this nation.

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lawyers in the country, and entirely familiar with the present state of navigation and transportation interests of this nation.

Before the final adjournment we were treated to a sumptuous dinner on the iron steamers, while making an excursion of several miles. We saw numerous elevators, iron-works, shipping, etc. During the evening of the Buffalo "local board" and the friends of navigation were listening to many eloquent speeches and suggestive remarks by the ladies, and the influence of the prevailing *spirits* of the day.

E. W. GOULD.

## Chapter LVIII. Missouri River Pilotage

THE Missouri River, although one of the most difficult to navigate in the Mississippi Valley to navigate, from the large number of rapids, currents, saying nothing of the still more damaging currents of railroad bridges, which are a modern innovation, on the part of steamboats ever since the first trip of the Franklin in 1811, less, from the fact that so much was necessary for insurance.

The demand for transportation during the great rush to the Nebraska, saying nothing of the California crowds, is so great, and risks and to add large numbers of new boats to the trade.

Such was the demand for pilots in that trade at one period, that for their services, and the ability or skill of the pilot had to be paid. This writer calls to mind one instance just after the war, when he and return, and the trip was made in less than eight days.

In 1858 an organization similar in character to the "Nebraska



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of twelve Missouri River steamboats, viz.: Peerless, (Heels, Capt. Barron; A. B. Chambers, Capt. Gillham; Capt. C. Baker; Twilight, Capt. J. Shaw; Hesperian, DeHaven; Ben Lewis, Capt. Brierly; Sovereign, Capt.

This line was composed of good boats and run with regularity of leaving port and arriving at points along that river, so far as any line of boats had previously done that time been run on regular time.

But the shortness of the navigation season and the danger distance over such precarious navigation, soon developed line, and as it was only necessary to withdraw the boats not long continue its co-operation, but resolved itself to parts other lines were formed and the fatality that so our period, soon disposed of the whole twelve beautiful boats.

In 1859 there was employed between St. Louis and St. Joseph months. Twenty-nine years later there was not a single freight boats running at the extreme lower part of the river.

### MIAMI PACKET CO.

Soon after the close of the war the "St. Louis & Miami" of the State of Illinois and had their official office at St. Louis. This was the first regularly organized joint (except one chartered by the Legislature of Missouri) officers were E. W. Gould, President; C. S. Rogers, Hillard, Freight Agent.

This company was organized to run from St. Louis to Lexington and ultimately to Kansas City — changing

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Company," and adding more boats, and increasing the officers, W. J. Lewis, President. This was in 1871 and which succeeded it in 1878.

In 1870 the K. Line was organized to run with two boats Kinney, from St. Louis to Glasgow and Miami, in company. But a compromise was soon effected and the two lines Company in possession of the field. But the field was line of boats and a remunerative business, although not. The several companies that were merged into each other and barges, besides purchasing many. That, together

repairs, absorbed the earnings, and the depreciation and

## INTRODUCTION OF BARGES.

The only thing that kept the company alive during the introduction of barges, which this company was the first to use, enabled the boats to handle a large amount of business

Before the extinction of the Kansas City Packet Company, known as the "Belle St. Louis Transportation Company," on the river. But the railroads encroached so rapidly upon the value of the river, and closed the river to this company as to the other companies. Until the organization of the Miami Packet Company, nothing was thought of, except in clear weather and a

After this company started, laying up at night in any place, too, in the use of barges. Before that period such a thing was thought to be presumption, and it was some years before the company was educated up to the necessity of towing barges, in order to keep up with the railroads then running on either side of it. But in a short time, developed the fact that no steamboats need a

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### OMAHA PACKET CO.

In 1867 the St. Louis and Omaha Packet Co. was established. The boats comprising the line were T. S. McGill, T. S. McGill, master; Mary McDonald, Jno. Greenough, master; C. Barnes, master; Glasgow, Wm. P. Lamothe, master; Turner, James A. Yore, master. These boats were owned by the company and on regular schedule time.

Its second president was Capt. Jno. B. Weaver, who first organized the line. During the first years of its existence it was well managed. But the character of the navigation and the lack of railroad competition soon made it apparent that the line was not profitable, and the line was abandoned.

From that time forward the business that had heretofore been done on the river found its way to the railroads, and has always been done by them, although Congressmen frequently urged appropriations for the improvement of the river. It is believed that the navigation it will prove a total loss, especially above Keokuk.

Farms in the bottom lands may be saved from washing and preserved, but the meanderings of the river so increase the value of the river for navigation naturally, that no improvement of the government can be made to compete with rail in this river. It is believed that Congress abandon their effort to improve the navigation of the Mississippi, and other streams, and sooner realize the advantages of river improvements to be expected by attempting to improve the Missouri.

**GREAT MAIL EXPRESS & PASSENGER ROUTE**  
The Pacific Railroad Packet Line, known as the Light House Line,  
1856 under a contract

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entered into with the Pacific Railroad Company by California, which the latter parties placed in connection with that of Oregon and Australia, forming a tri-weekly line between St. Louis and

"On the opening of navigation in 1857 this line was in great success and patronage truly encouraging. The inducement to the traveler, saving under the most favorable circumstances from St. Louis, some thirty hours' time, beside the much lengthened steamboat trip.

In the winter of 1856 and 1857 a very favorable charter was made with this company. Incorporating it under the name of "Pacific Mail," following summer Governor Brown, the present Postmaster General, chartered this company, by which the Western mails should be forwarded by navigation and under the same contract forwarded by express.

The demand for transportation of government freight to the West, and the troops at Salt Lake, during the Mormon War, led to the Pacific Railroad and this steamboat line, by the government, led to them, and they soon became known as the "Great Mail Line."

The following elegant steamers composed the line in 1857: Cloud, Jas. O'Neal, master; Victoria, Ben V. Glime, master; Wm. H. Russel, J. McKenney, master; St. Mary, P. J. Glime, master, and accommodations, by any line on Western waters. The principal ticket offices in the East or North or in St. Louis were at

Of all the packet companies ever organized on Western waters, the capital, was boomed into public notice with more gas and meteoric brilliancy and passed away into thin air leaving men, having learned, when it was too late, that the only way to the points until they get there, which is not usually long distance, was by the company and the Pacific Railroad.

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**ST. JOE & OMAHA PACKET COMPANY.**  
Upon the completion of the Hannibal & St. Joe Railroad, the St. Joe & Omaha Packet Company was established at St. Joe, Omaha, under the management of Captain Rufus Fox. In the direction it was understood a successful business was to be done, who owned the boats or until the road was completed to be withdrawn, were, withdrawn and the business done by the road. In 1857, finished through to Sioux City, Capt. Joab Lawrence was made in connection with the road between that point and Fort Ber

enterprise and was continued until the Northern Pacific  
1869, another line was formed by Captains Colson, Ev  
connection with the road for several years with eminent

### MOUNTAIN BOATS AND TRADE.

Capt. Wm. J. Kountz, of Pittsburgh, also had several  
that time, and was a lively competitor for government  
trade between Bismarck and all points above, without  
contend. Hence the parties that had the best "friends at  
succeeded in retiring most of the large number of boats  
Although the extension of the Northern Pacific road g  
at the present time it assumes small proportions, as co

The fabulous prices obtained for freight to points on  
built, and upon the discovery of gold in Montana, ind  
as the "mountain trade." The nominal rate of freight f  
cents per pound, although that price was often shaded

But the margin for profits was several years sufficient  
for that trade.

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Some of them were the best low water boats, or boats c  
on the Western waters, and as the navigation of the M  
from the lower part, but little risk, comparatively, is i

Hence every character of boat was introduced into the t  
reduced the rate of freight from 12 1/2 cents per lb. to o

As soon as the railroad was finished to Bismarck, but  
the trade was confined principally to points between Bi

### FATHER DE SMET AND SHOOTING OF M'KE

Previous to the discovery of gold in Montana, the Am  
predecessors in the fur trade monopolized about all the  
soon after the introduction of steam, in 1819, with one  
time as their trade extended up the river.

The arrival or departure from St. Louis of a "mountain  
curiosity at that time us did that of a pirogue or Mack  
earlier date. As the representative of that company, Mr  
manager of the transportation department and accompa  
the mountains. Cpts. Jos. and John LaBarge were the  
both of them on board, or old "Black Dave" as pilot, th  
them, but little apprehension from hostile Indians or d  
were at peace with each other, the steamboat's annual t  
and great anxiety, as it was their source of supplies, an

These annual trips for so many years made the Indians  
the boat as with their own neighbors, and they of ten re



waiting the arrival of *the boat*. The chiefs and head men or whoever is in charge of the expedition, and a

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grand spread was always anticipated and realized, at the coffee and hardtack, and, through the influence of some skins, not infrequently small flasks of red-eye (whisky) and of an Indian blanket.

This practice, however, was not countenanced by the F. their losses in trade with Indians often occurred at that communities and by a christianized people.

The Rev. Father DeSmet, for many years a missionary among the Indians of the Northwest, was not infrequently

The black gown which he always wore in the presence of the representative of the Great Spirit. His amiable and one else, that no evil could befall them in his presence, check upon their habits of dissipation, quarrels and ho

No matter how fierce the feuds between different tribes any commotion or fight and was always respected.

The writer saw this practically illustrated while at the Fort Benton, in 1864.

At that time the Sioux Indians were at war with the U. Their country bordered the Missouri River for many years. Boats were occasionally fired into when running close to picket-guard, and the pilot was protected by shields of water year and we were two months getting to the mouth of our cargo. While lying there a tragic event occurred, the Father DeSmet the steamer *Nellie Rogers* and probably the cruel and unprovoked murder of young McKenzie, whom many St. Louisans will remember as a very estimable trader on the Upper Missouri.

He had married a squaw, Indian fashion, and raised a the States and educated. This young man, then about 3

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returned to his tribe, "the Crows," married, and was in capacity of interpreter. He, with his wife and young children both sexes and of all ages, had encamped on the bank of had access to the boat and were constantly passing to and

But as the bar on the boat had been closed by Mr. Chou

excessive drinking was allowed. There had been on board Clark, formerly from Philadelphia a quiet gentlemanly man. Several years had been living among the Indians — principally

After the boat had been lying there several hours McKenzie entered the cabin, and just as he got abreast of the stove in the cabin was one of the first rooms in the cabin, with pistol in hand he instantly fired and McKenzie fell, shot through the head.

His wife was one of the first who rushed on board, with her excitement soon became intense — on the part of the Indians and a member of their tribe; on the part of the passengers and the Indians, who were entirely masters of the situation. They had to move the boat for some hours. Father DeSmet was between an outraged body of fighting Indians and the boat. Clark could be disposed of. While he was fearless and brave as long as he remained on board. Ponies were secured from the Indians who had come to see "the steamboat." Clark with two men, Benton, started with very little preparation, and very little going." And until they were well out of the Crow country they secured their horses' feet.

Before the Indians had gotten over their surprise and curiosity, personally, had gotten beyond the reach of their fastest warriors. DeSmet, it is probable they never pursued him. "Tommy" was the gold mines at Helena, then just beginning to

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attract attention, was one of Clark's traveling companions. It was learned that no halt was made until Fort Benton was reached inside of three days.

As there was no law and but little justice in that country, the cause ever assigned for the sudden taking off of McKenzie

It was believed an old grudge existed that was to be settled afterwards said by Clark that he was the author of several murders at the mouth of Milk River; although his appearance was as

His subsequent history I have never heard.

Father DeSmet, who was on his annual tour to the mission in the Northwest, together with the passengers who were brought found their way to Fort Benton on foot or Indian ponies. They found the stores that were left on the bank, under the strong guard of Nellie Rogers and her crew wended their slow return to Helena upon a low water voyage, on that then but little known

According to Mr. Chouteau's recollection it was by far the most experienced on that river since his connection with it.

At that period and for several years subsequent the great fuel for steam, and boats had to depend entirely upon driftwood, which was found sparsely on the banks of the river, in the narrow bottom lands. This was the backs of the voyagers and half-breeds, who were generally

The practice of cutting down small cottonwood trees in the winter furnished the best fuel then obtainable, and with sufficient trimming to get it on board, after which it was used while the boat pursued her voyage.

This foraging for fuel in the bottom lands had generally a disastrous result. Hence most valuable time was consumed, as it depended upon for the necessary supply. In later years,

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Montana made it necessary for large numbers of boats to be built for themselves of the law of "squatter sovereignty" and driftwood on the whole Upper Missouri as well as on to the "pine" country of Benton. This so increased the facilities of navigation from St. Louis to Fort Benton and return; and it made it possible afterwards needed to accommodate the government in the transportation of miner's and settlers' supplies.

While young cotton wood cut and put on the bank was used as fuel that could be had and no questions asked.

Notwithstanding the rush of miners to the gold fields, and calling into use a large number of steamboats, the efforts of DeSmet and other missionaries, nothing could induce them to be peaceful.

Sitting Bull and a few desperate young renegade braves committed all kinds of atrocities, inducing the restless and reckless among the settlers upon settlers and all the defenseless far and near, until a general and formidable movement to disperse them.

The following note explains itself: —

### MALCOLM CLARKE'S FATE.

"FINDLAY, O., March 24, 1889.

"Reading in the Cincinnati *Enquirer* to-day an article which appeared to be an extract from [Capt. E. W. Gould's](#) forthcoming book, I became aware of Malcolm Clarke who killed McKenzie. I was well acquainted with Clarke. He was a man to be feared. He placed his hand on his revolver to draw on me, but changed his mind when a half-breed girl with whom he seemed to live quite pleasantly, lived most of the time with Clarke and hunted or traded on the Snake River Creek and located a ranch just where Gillette's wagon ran

Hill. For some reason Clarke became cruel and overbearing months, she appealed to her brother for protection. He shot and killed Clarke. This happened, I think, in 1860 not object to Gould's knowing it." J. A. V.

*Thanks.*

## Chapter LIX. The Second Yellowstone

IN June, 1819, the government started an exploring expedition up the Missouri River to the mouth of the Yellowstone, a description of which is given in a chapter of this work.

In May, 1873, the government having been several years in the habit of making such measures, and a more friendly intercourse without such success, *grass* did not seem to produce a lasting effect upon them.

The Northern Pacific Railroad was in course of construction, to the disgust of that tribe, and required the strong arm of the government.

It was determined to build two forts in the valley of the Yellowstone to compel submission and protect the railroad and the settlements.

In order to do that, a large amount of building material was necessary. A large number of troops were ordered through the frontier forts. In order to ascertain whether the Yellowstone could be navigated by transportation by steamboats, the steamer "Key West," was dispatched by order of Genl. Sheridan, commanding the expedition, to ascertain the practicability of attempting the navigation.

Having proceeded under escort of Col. Fosythe and a strong party up the mouth of Powder river, they returned to Bismarck with a large amount of material.

During the following months of June and July steamers were employed by the Government in transporting supplies for the forts.

In 1875, the government boat "Josephine," having been dispatched from Bismarck to ascertain how far the Yellowstone could be navigated, rose, which usually continues from the middle of May to the middle of June.

They proceeded to "Pompey's Pillar," thirty miles above Bismarck, or about 500 miles from Bismarck. Above that point the current was too strong for the boat to go further and returned. The river being at an average depth of twelve miles from the mouth and then returned to Bismarck.



The following year, 1876, several boats were employed to transport munitions of war from Bismarck in connection with the

In 1872, the government advertised for bids for freight contracts to extend from April 20th to August 15th.

A large number of competitors materialized and some

### CONTRACTORS FOR GOVERNMENT FREIGHT

Capt. John B. Davis, S. B. Coulson, A. H. Wilder, J. W. ... were interested in these contracts, and a large number of years in transportation of government and private freight, immigration to the Valley of the Yellowstone, and it cost a good deal of money. The defeat of General Custer's army and the Pacific Railroad terminated open hostilities from the ... In 1880, the government made a small appropriation for ... if it had been continued it could have been made a very

It runs through a beautiful valley traversed in part by the ... number of flourishing towns on its banks. It is estimated that the Missouri than the Missouri itself carries above the ... appropriations to improve the navigation, after the rail ... it is to attempt to improve the navigation of the Missouri ... bridge across it every fifty miles.

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Notwithstanding the attractive features of the Valley of ... water-power and its parks, if the government estimate the ... expedition cost too much, far above its value in blood,

The Northern Pacific Railroad seems to have been the

Whether the government had better or not to have furnished that road, by a small armed force, admits of no argument.

That the Sioux Indians were behaving badly and needed ... of the Little Big Horn, although a most disastrous defeat in the Sioux war and the career of Sitting Bull, although severely disputed. But that all, and much more, could have been ... many brave men, led by the intrepid Custer, been saved

The unfortunate *partisan* political complications concerning the officers whose lives were sacrificed, has probably done ... of the public, and the officers of the honor they were justified

The charges that have so often been repeated that Custer destroyed him and the troops under his immediate command are and unjust.

That he was impulsive, sanguine and brave none can deny. Impolitic perhaps, will not be denied. But the record shows duty called.

He was a genial companion and warm friend, much beloved.

Promotion had not destroyed his high sense of duty to his country. Nor did the attempt to prove him disloyal, to those high

He had reason to believe there was irregularity in the orders. He had the courage to say so, and although President Grant refused to accept Custer, subsequent developments proved General Custer

This defeat at the battle of the Little Big Horn, where his recklessness or

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lack of judgment. The fatal mistake was in underestimating this. Generals Crook and Terry, Major Reno and others concurred in the opinion that there was not more than a few reservations, agreeable to the reports from the agencies

They also underestimated the prowess and the ability of the young years has developed so much skill and bravery as a fighter. He had a love for an Indian, and less confidence in his integrity as a fighter. He was always on the alert when in the neighborhood of an Indian camp. "He was always on the alert when in the neighborhood of an Indian camp."

### CUSTER BEING LED INTO AMBUSH.

Even at this time, when he was rapidly approaching the Indians, he was only two miles ahead and that the Indians were rushing

Little suspecting he was being led into ambush and to the command of one of the shrewdest and most desperate braves. This is the fate of war, and in less than an hour after the fight Major Reno and others in his command who were with him.

The Indians scattered in all directions and before the sun set other commands had been collected the Indians had left

A short time previous to the battle, General Custer had taken the next boat, as he apprehended no danger, and she had her wish and generally her custom to accompany him on his expeditions. Of the defeat, the Far West, was to have taken Mrs. Custer on the expedition. In the expressive language of her journal, "on the receipt of the heartrending news."

To Captain Joseph Todd, of St. Louis, whose experience

the Yellowstone is almost co-extensive with steam navigation. indebted for the foregoing information, and many others. One of the boats in the expedition was in position to know reports made at the time to the War Department.

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## Chapter LX. Condensed List of Cases

In *DeBow's Review*, of 1848, may be found one of the most complete lists of their causes that had occurred on Western waters up to that time. In particular, it is sufficiently so to be interesting and instructive.

Whole number of boats upon which explosions occurred (enumerated in 31 cases), 140; officers killed (enumerated in 31 cases), 57; number killed (enumerated in 164 cases), 1,805; whole amount of damages (enumerated in 75 cases), \$92,000; number of enumerated cases, 23; average number of officers killed in the enumerated cases, 4; average amount of damages in the enumerated cases, not stated in 125 cases, unknown in 10 cases; total amount of damages increased, was the cause of 16; the pressure of unduly high steam increased construction of boilers caused 33; carelessness or ignorance of the boat cause of 1.

### NATURE OF THE ACCIDENTS.

Bursting boilers	
Collapsing flues	
Bursting steam pipes	
Bursting steam chests	
Bolt and boiler forced out	
Struck by lightning	
Boiler head blown out	
Breaking cylinder head	
Breaking Flange of steam pipe	
Bridge wall exploded	
Unknown	
Not stated	
Total	

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### DATES AND NUMBERS OF EXPLOSIONS.

In 1816	3	In 1833
" 1817	4	" 1835
" 1819	1	" 1836
" 1820	1	" 1837
" 1821	1	" 1838
" 1822	1	" 1839
" 1825	2	" 1840
" 1826	3	" 1841

" 1827	2	" 1841
" 1828	1	" 1842
" 1829	4	" 1843
" 1830	12	" 1844
" 1831	2	" 1845
" 1832	1	" 1846
" 1833	5	" 1847

**TOTAL IN 223 CASES.**

Pecuniary loss  
 Loss of life in 233 cases  
 Wounded in 233 cases  
 Total killed and wounded

The *Western Boatman*, for 1848, makes the following period: —

334 Worn out or abandoned  
 238 Snagged or otherwise sunk  
 68 Burnt  
 17 Lost by collision  
 17 By explosions

Average age of boats worn out or abandoned, five years or otherwise lost, four years, or nearly four.

There were built in the Pittsburgh District, 304 boats  
 Nashville, 19; other places, 37. Total, 684.

**NUMBER OF BOATS BUILT IN EACH OF THE**

In 1811	1	In 1825
" 1812	0	" 1826
" 1813	1	" 1827
" 1814	2	" 1828
" 1816	5	" 1829
" 1817	8	" 1830
" 1818	31	" 1831
" 1819	34	" 1832
" 1820	9	" 1833
" 1821	7	" 1834
" 1822	10	" 1835
" 1823	14	
" 1824	13	Total

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The following compilation shows the number of boats

From 1811 to 1820  
 " 1820 to 1830  
 " 1830 to 1840



" 1840 to 1850  
Boats whose dates of loss is unknown  
Total  
Total original cost  
Depreciation in value while in service  
Final Loss

Subsequent, and not included in the foregoing list of 1  
succession. In "Sharf's history of St. Louis," to which  
the following total losses — omitting the partial ones:

Andrew Jackson, destroyed by fire while laying at Illinois  
insured for \$6,000.

The Sultana was burned the 12th of June, 1851, laying at  
boat and cargo.

April 4, 1852, the Glenco blew up at the landing direct  
large number of lives were lost.

On the 18th of January, 1853, steamers New England,  
St. Louis wharf.

The steamer Bluff City was burned the 27th July, at the

The Doctor Franklin and the Highland Mary were great

The Montauk, Robert Cambell and Lunette were burned

The Twin City, Prairie City and Parthenia were burned

A loss of nearly \$100,000 was caused by the burning of the  
Southerner and the Savanna, and the damage to Monon

The steamer Australia was burned April 1, 1859, and the  
Bloody Island on the 15th of May, same year.

A loss of \$200,000 was sustained by the burning of the  
McDowell and the W. H. Russel, on the 27th of Octo

Steamers Imperial, valued at \$60,000; Hiawatha, val  
and the Post

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Boy, valued at \$35,000, were burned 13th of September

The Chancellor, Forest Queen and the Catahoula were

The steamer Maria, having on board a part of the Thi  
up at Carondelet, in December, 1864, by which many l

The steamer Jennie Lewis and the ferryboat Illinois, N  
19, 1864.

The Carondelet and Marine Railway Docks, together  
by fire on 12th of May, 1866.

Steamers Ida Handy (valued at \$75,000), Bostona, and  
1866.

Steamer Magnolia, valued at \$150,000, was burned at  
1866, steamer Fanny Ogden, Frank Bates, Nevada, Al  
on board, were burned, involving a loss of over \$500,0

On 26th of February, 1866, the Leviathan, Luna, Pet  
Louis with an estimated loss of \$750,000. On Decem

### LOST FROM BREAKING UP OF ICE.

*Breaking up of the ice gorge in the winter of 1865-6*  
and underwriters at St. Louis.

This was the most disastrous *break up* that has ever c

The following is the estimate with the names of the b

---

New Admiral  
Sioux City  
Empire City  
Calypso (about)  
Hylander  
Geneva  
Metropolitan (about)  
Four Wharf Boats (about)  
Two Barges (about)

### ON THE SECOND BREAK OR MOVEMENT O JANUARY, 1866.

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Belle Memphis  
John Trendly ferryboat  
Prairie Rose  
India  
Warsaw  
Underwriter, No 8  
Omaha

SATURDAY, 14TH JANUARY.

Nebraska  
City of Pekin  
Hattie May  
Diadem  
Viola Belle  
Reserve  
Rosalie  
Five Rock boats (about)  
Memphis Wharf-boat  
Alton Wharf-boat  
Total

In the above estimate there is no calculation for the damage estimated from \$150,000 to \$175,000.

*In 1860 there was lost and partially lost or damaged*

Totally destroyed, 120.

For some years after the bridge was completed, but few the bridge piers would so protect the harbor that the bridge forward cause serious losses. But the winter of 1887-8 any winter since the great break up in 1866.

All that remains for the protection of that harbor seems to build an ice harbor for the protection of boats in winter direction and an inadequate amount has once been appropriated for the purpose.

The following is a list of steamboats lost and partially inclusive: —

1867 — January 20, steamer Mexico, burned at St. Louis.

January 26, R. C. Wood, sunk opposite Carondelet.

January 26, E. H. Fairchild, sunk opposite Carondelet.

February 6, Tom Storms, sunk near St. Louis.

February 13, White Cloud, sunk at St. Louis; total loss.

June 13, Governor Sharkey, sunk at St. Louis; total loss.

September 10, G. W. Graham, burned at St. Louis; total loss.

September 10, Yellowstone, burned at St. Louis; total loss and repaired.

1868 — February 4, Annie White, sunk by ice at St. L

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February 22, Kate Putnam, sunk near St. Louis. Rais

February 29, Paragon, sunk near Cape Girardeau.

March 2, M. S. Mespham, burned at St. Louis; Fanni  
partially burned.

April 18, George D. Palmer, partially burned.

December 18, George McPorter, sunk at St. Louis.

1869 — March 29, Carrie V. Kountz, Gerard B. Allen  
Fannie Scott, burned at St. Louis. Loss nearly half a m

October 28, Stonewall, burned on lower Mississippi.

1870 — January 17, Lady Gay, sunk near Chester; valu  
& New Orleans Packet Co. Capt. I. H. Jones, master.

January 27, W. R. Arthur, from New Orleans to St.  
above Memphis. Was totally destroyed by burning, ar

1871 — March 8, Mollie Able was badly damaged by a  
other boats were severely damaged by the same storm.

1876 — December 13. The following boats were destroy  
gorge in St. Louis harbor: —

Centennial, Jennie Baldwin, Bayard, Rock Island, Dav  
Johnston. The Fannie Keener was sunk same year. Als

1877 — September 19, steamer Grand Republic, laying  
edge. She was said to have cost \$300,000, and was in  
disaster had been extensively repaired at a cost of \$25,00  
was burned at the same time.

1878 — March 8, steamer Colossal was burned to the w

June 9, steamer Exchange, burned at St. Louis.

1880 — March 27, steamer Daisy, sunk at South St L

1881 — March 13, steamer James Howard, burned at th  
\$65,000. Boat valued at \$75,000.



The above list embraces some fifty boats lost in and near that city.

This list does not embrace all, nor does it embrace barges that were destroyed.

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There seems to be a singular fatality attending this kind of

It can only be partially accounted for from the exposed condition of the boats that must continue until the government provides an improved

Steamboat explosions for 50 years, commencing in 1816

Year.	Name of Boat.	Lives Lost.	Year.
1816	Washington	9	1857
1817	Constitution	30	1857
1825	Teche	20	1857
1830	Helen McGregor	60	1857
1836	Ben. Franklin	29	1857
1836	Rob Roy	17	1858
1837	Chariton	9	1859
1837	Dubuque	21	1859
1837	Black Hawk	50	1859
1838	Moselle	85	1860
1838	Oronoco	100	1860
1838	Gen'l Brown	55	1860
1838	Augusta	7	1860
1839	Geo. Collier	26	1861
1839	Wellington	25	1861
1839	Walker	9	1862
1840	Persia	23	1862
1844	Lucy Walker	25	1862
1845	Elizabeth	6	1862
1845	Wyoming	13	1862
1845	Marquette	30	1862
1846	H. W. Johnston	74	1863
1847	Edward Bates	53	1864
1848	Concordia	28	1864
1849	Virginia	14	1865
1849	Cutter	6	1865
1849	Louisiana	150	1865
1850	St. Joseph	13	1865
1850	Anglo Norman	100	1866
1850	Kate Fleming	9	1866
1850	Knoxville	19	1866
1851	Oregon	18	1866
1852	Pocahontas	8	1867
1852	Thomas Stone	40	1868
1852	Glenco	60	1870
1852	Saluda	27	1870

1852	Franklin	20	1870
1853	Bee	3	1870
1854	Kate Kinney	15	1870
1854	Timore	19	1871
1854	Reindeer	40	1871
1855	Lexington	30	1871
1855	Lancaster	5	1871
1855	Heroine	3	1871
1856	Metropolis	14	

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The above table was carefully revised by Capts. James and as they were both practicable boatmen of large experience assume it embraces about all the casualties during the steam boilers.

While the number is large, and the aggregate of lives considered it will seem less surprising. In another chapter steam transportation to prove remunerative to owners if explosions of boilers is included.

With the exception of the Sultana, they all seem to have material, carelessness, or ignorance on the part of engine

The unprecedented loss of life on the Sultana arose from persons on board. They were soldiers returning from the explosives of some kind had been secreted in the coal or result, but it was not proven.

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### Chapter LXI. Terrific Explosion of the Steamboat Washington.

The following account of steamboat casualties are quoted from work published in 1856, which contained illustrations which are omitted, but are of no less importance or interest in their absence.

They simply illustrate the horrible results of such accidents and which are still occasionally occurring, although not the fact that the number of boats is largely reduced, but these accidents are much more effectual.

The illustrations are also omitted, as of course they are not the property of the writer. While the description is sometimes overwrought, the one present, and is often far more terrible and revolting

To those who have been compelled to witness such scenes better.

In a previous chapter in this work is an imperfect list covering a period of fifty years of the earlier experience

This is deemed sufficient, with the quotations which without attempting to chronicle in detail even the name

"This deplorable accident took place on the Ohio River was the largest and finest boat which had hitherto floated. Capt. Shreve, was skilled and experienced in all the duties to be in the best possible order, and no human foresight left Pittsburgh, on Monday, June 7, and on the afternoon at Point Hamar, where she remained until Wednesday morning. Preparations made for continuing the voyage down the

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getting the boat into a proper position to start the machinery, the boat having in the meantime been carried by the force of the current necessary to throw out a kedge anchor at the stern. Soon after the kedge, and while they were collected on the quarter for a chance, the end of the cylinder nearest the stern was blown off and thrown among the crowd, inflicting the most frightful injuries, killing a number on the spot. The cry of consternation was heard for miles. The captain, mate and several others with the exception of one man, were afterward rescued from the water, either by the fragments of the cylinder or the scalding

The inhabitants of the neighboring town, now called Point Hamar, on the explosion, which appeared to shake the solid earth and many other citizens crowded into the boat to ascertain the cause and describe the scene of misery and torture which then presented to the eye. The deck was strewn with mangled and writhing human beings suffering. Some, more fortunate than their companions, were wounded, six or eight, under the influence of their mangled limbs, which the skin of their limbs or bodies adhered; the eyes of the victims changed to an undistinguishable mass of flesh by the scalding. Apparently, were those who had been internally injured, the pain which on the lungs is agonizing beyond all the powers of language, too horrible for description, and it made an impression which could never be obliterated.

The cause of the explosion was a disarrangement of the machinery, the consequence of the accidental slipping of the weight to

Mr. Williams, of Kentucky, while lying in the cabin, was rescued by one of the cabin-boys

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all his money if he would knock him on the head to purchase received this offer, and who relates the incident, is now

Joseph —, one of the hands, was missing; he is supposed to have been washed down by the current. Several of the wounded died a short time from their injuries. At a meeting of the citizens of Marietta, a committee was appointed to assist the sufferers, and to make arrangements for the burial of the

This first steamboat accident in the West produced a great sensation in the region, and occasioned, for some time, a strong prejudice against steam navigation, oblivious of the fact, that when the water conveyances are used, there is more real danger and more actual loss of life than may be expected in ordinary navigation.

"On the 4th of May, 1817, while the steamboat Constitution was on her way when she was off Point Coupee, the boiler exploded, and she was wrecked, and killing and wounding thirty persons, eleven of whom were drowned. A terrific report of the explosion was heard on board, and the boat was carried into the rapid current, and many were drowned or wafted away by the current. The shrieks of the wounded and dying were revealed to the survivors a ghastly and heart-sickening spectacle presented itself. One of the men had been completely submerged in the boiling liquid which was on the deck, the skin had separated from the entire surface of his body, but he survived and retained consciousness for several hours. One man was found on the wheel with an arm and a leg blown off, and as no surgeon was on board, his blood soon ended his sufferings.

The Constitution, formerly called the Oliver Evans, was the vessel which sustained this fatal explosion. At that period she was one of the finest

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### SINKING OF THE STEAMER TENNESSEE.

"About ten o'clock on a dark night, in the midst of a tempest, on the 18th of 1823, when the steamer Tennessee, under a full pressure of steam, was on the turbulent Mississippi River near Natchez, she struck the rocks and sank in the water. The Tennessee was crowded with passengers, and the crew were all on deck. The deck passengers had retired to bed. Most of the crew were gathered together, in the enjoyment of social intercourse, when they were instantly to the deck. Some supposed the boat had run aground, but the fatal truth was soon known, and in the confusion the captain gave orders instantly to stop the leak, but the pilot, who was on the deck, in consequence of the difficulty escaped from the hold, in consequence of the common door was torn in the hulk, and the truth was soon known. The shrieks of the women were heartrending at this awful scene. The boat, in its fury made the scene doubly terrible. Every one was in a hurry to do something, and every one was anxious to provide for his own safety. The boat was shoved off, and with one oar could not reach the shore, and was left behind. Some, finding there was no chance in the long run, pulled off the cabin doors and floated on them; some



slipping through and being covered by it; some clung to Mr. Keiser got upon the carpenter's bench, and a Mr. A nearly to the bottom, on coming up fortunately caught on which he floated down stream. Mr. Keiser soon came and joined him on his raft. They floated in company for a while they called for aid, and were taken up by a young man of Mr. Randolph, where they were kindly

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treated. One man swam with his hat and cloak on, until he relieved himself from the burden of those outside garments and swimming safely to shore. Another passenger swam with \$3,000 in gold, which proved of essential service to him. In his arm over it, he found the weight of his specie, which he used to preserve his equilibrium. One man was sick in his cabin; he was too weak to save himself from drowning, and a young man reminded that his father was on board, and required his assistance, only saved his own life, but was instrumental in saving his father. His husband was about recklessly to throw himself into the water; the presence of mind took off some shutters and made a raft of them, and were picked up by a skiff.

The boat floated down the river a short distance and located the deck passengers clung until daylight, when they were

Scarcely any property was saved from the wreck; a few articles were picked up. Some were pilfered by a mean wretch named Goodwin, others were preserved and afterwards reclaimed to the highest praise of Mrs. Blanton, formerly of Kentucky. William Blanton, made every exertion for the comfort of the survivors, less than sixty lives lost; the names of many will never

This was one of the early disasters, and was the theme of many a calamity. Indeed, people, for a long time after this accident, but it was soon forgotten in the narratives of the more recent rapid succession."

## EXPLOSION AND BURNING OF THE STEAMBOAT RIVER, MAY 5TH, 1825.

"The steamboat Teche left Natchez on the evening of May 4th, carrying about

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seventy passengers, many of whom came on board at Natchez, and other. Her course was down the river, and she proceeded on a very excessively dark and hazy that her commander, Capt. C. concluded to come to anchor. At two o'clock on the following day weighed, and the steam having previously been raised, when the passengers, many of whom had been sleeping

seemed sufficient to separate every plank and timber in sounded like a discharge of a whole broadside of the he immediately extinguished, either by the escape of steam yet dawned, an impenetrable darkness now hung over th only be imagined by the affrighted and horrified crowd appalling danger and still more dreadful uncertainty, w followed a scene of indescribable confusion; the passen hither and thither, through the dense and ominous glo erring endeavor to avoid it.

The number of lives lost by this accident could never b by the explosion, and others were so badly injured by s afterwards. It is thought that not less than twenty or th

### EXPLOSION OF THE STEAMBOAT GRAMPUS 1828.

The Grampus was engaged in towing three brigs and miles from that city, when the explosion took place. T whole catalogue of steamboat disasters, on account of machinery. The boat had six boilers, all of which were destruction was made of the flues, and various other p (as an eye-witness reports), "torn to pieces."

The Captain (Morrison) and Mr. Wederstrand, a pass explosion; both were blown to a part of the forward dec

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where they were afterwards found, very much bruised, was precipitated into the water and drowned. Another p had a leg broken, and received other injuries, which ca side of the Grampus had both topmasts cut away by th rigging was much damaged. A piece of the pipe fell a slightly injured the man at the helm. The brig on the c by a piece of the boiler. The other vessels, being astern

The cause of this accident requires particular notice. I the chief engineer had "turned in," leaving his assista supposed, went to sleep at his post, after partially shut deficiency of water in the boilers; and the assistant eng boilers were nearly exhausted, ignorantly, or impruden supply. At this time the iron must have acquired a wh such an excess of steam, that the explosion naturally fo

Nine were killed on the spot, or died soon afterwards, wounded.

### EXPLOSION OF THE HELEN M'GREGOR, AT 1830.

The steamboat Helen McGregor, Capt. Tyson, on her Memphis, on Wednesday morning, February 24, 1830

minutes, when one or more of her boilers exploded, with the loss of life by this accident was at that time unprecedented incident to the landing and receiving of passengers with people, all of whom were either killed instantaneously or the cabin was hurt. The number of those who perished at the time is estimated at from thirty to sixty. As many of them were whose bodies were never recovered from the water, into

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projected, it is very plain that an accurate account of the

### EXPLOSION OF THE STEAMBOAT ROB ROY

"The Rob Roy was on her route from New Orleans to New York, on June 9, 1836, near the town of Columbia, Arkansas, when an explosion took place. The engine was stopped for the purpose of refueling, and this necessary operation did not occupy more than two hours, which was sufficient to cause an explosion. As soon as the accident was discovered ashore, which was happily reached within a few minutes, all were undoubtedly saved. None were lost by drowning, and the only persons killed or wounded at the moment of the explosion."

### TERRIFIC EXPLOSION OF THE STEAMBOAT BEN FRANKLIN, ALABAMA, MARCH 13, 1836.

The steamboat Ben Franklin, on the day of this awful explosion, was at Mobile, in order to make her regular trip to Montgomery, Ala., when the explosion took place, producing a concussion which shook its foundations. The entire population of Mobile, alarmed by the noise, gathered to witness a spectacle which must have harrowed the hearts of all. The fine boat, which had on that very morning floated so gracefully, was a shattered wreck, while numbers of her passengers and crew were killed and mutilated corpses, or agonized sufferers panting for air, had been hurled overboard at the moment of the explosion. Many who called for assistance, that the crowd of sympathizers, knowing where or how to begin the work of rescue. Many perished in the turbid waters before any human succor

Apart from the loss of life, which at that time was unprecedented, the accident was very extensive. The boiler-deck, the boiler,

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other parts of the machinery, besides much of the ladies' baggage, were scattered in fragments over the wharf and the surface of the river. The fragments were at least one hundred and fifty yards from the boat.

The cause of this accident is believed to have been a defect in the boiler, which injured to that degree that repairs were out of the question. The boat was in service."

### EXPLOSION OF THE DUBUQUE, AUGUST 15, 1836.

"This distressing accident, by which sixteen persons were scalded, took place on the Mississippi, while the boat was at the locality of the dreadful event was off Muscatine Bar, and she was running under a moderate pressure of steam at the time, probably on account of some defect in the material or work of the boiler, which caused the scalding water over the deck. The pilot immediately started the engine, and the boat was towed to the shore.

When the consternation and dismay occasioned by the accident, the Smoker, the commander of the Dubuque, and such of the crew as were able to make their way with considerable difficulty through the ice, it was found that the whole of the freight and every other article on board had been cleared off and wafted far away into the water. The unfortunate crew, the cooks and several of the crew, were severely scalded either by the steam or by the scalding water. These wretched people in their agony fled to the shore and stripped off their clothes, which in some cases brought away the skin. The shudders at the recollection of the scene. It was several days before relief could be obtained until a boat, which had been dispatched from the shore, arrived with physicians who resided at that place. At 10 o'clock p. m. on the 10th of December, Adventure, Captain Van Houten, came up with the wreck.

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### EXPLOSION AND BURNING OF THE LIONESSE

"The destruction of the Lioness was caused by the explosion of a quantity of powder stowed among other freight in the hold. The accident, it is believed, was caused by the steam apparatus or to any mismanagement thereof. The vessel was wrecked on a beautiful Sabbath morning in spring. Many of the passengers were those that had embarked in the Lioness at New Orleans, and among them were several members of the United States Senate, and several other distinguished citizens. The vessel was commanded by Captain William L. Crockerell; her place of destination was New York. She had accomplished a considerable part of the voyage and reached Bon Dieu, when, on the morning referred to above, there was an explosion of some part of the cargo in the hold, and as the place was dark, a candle was lit, which caused the powder to explode. It is conjectured that a spark from the candle ignited the powder; but as every person who had been at work in the hold at the time which the powder became ignited could never be ascertained, it is not known of a combustible nature, such as crates containing a quantity of powder stowed in dangerous proximity to the powder. It was several days before relief could be obtained until a boat, which had been dispatched from the shore, arrived with physicians who resided at that place. At 10 o'clock p. m. on the 10th of December, Adventure, Captain Van Houten, came up with the wreck. The fore-cabin, the boiler-deck, and the hull were literally torn to pieces and the fragments were scattered over a great distance. A part of the hurricane deck and a portion of the hull were saved, which proved to be a favorable circumstance, as the hull almost entirely disappeared. The female on board and many other persons would have been saved had it not been for the detached pieces of the wreck just spoken of. As it was, though terrible enough, indeed, was less than might have been expected of the disaster. The hull of the vessel was on fire almost immediately after the explosion. All of the crew and passengers who survived saved themselves on fragments of the wreck."

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### EXPLOSION OF THE BLACK HAWK, DECEMBER 10, 1858



"This awful calamity, which hurried more than fifty wintry night, while the Black Hawk was about to ascend to Natchitoches. The boat had a full load of passengers in specie belonging to the United States Government. When the boiler exploded, blowing off all of the upper works were instantly killed.

The number of passengers on board is stated to have been women and children. No estimate of the number killed accounts we have that a majority of the passengers and on Western steamboats are persons from distant parts of the old world, whose journeyings are unknown to their friends; such persons are the victims of a steamboat calamity, beyond all powers of research. So it appears to have been a list of the slain, we are furnished only with a catalogue of the dead, which has been merely a forlorn remnant."

### EXPLOSION OF THE MOSELLE, NEAR CINCINNATI.

"We are now to relate the particulars of an event which has occasioned much mourning; an event which is still believed to be almost unparalleled in the annals of steamboat calamities. The Moselle was regarded as the very paragon of form and construction, elegant and superb in all her equipment, which admitted of no rivalship. Her commander and pilot were men of great ambition and enterprise, who prided himself, and who had acquired, and who resolved to maintain, at all hazards, the reputation of the Moselle as the best steamboat in America." This character she unquestionably maintained in competition at that time, and are rarely equaled at the present day.

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give two examples — her first voyage from Portsmouth to Cincinnati, a distance of seven hundred miles, was made in seven hours and fifty-five minutes. Her second voyage, of seven hundred and fifty miles, was performed in two days and several hours, that had ever been made between the two cities.

On the afternoon of April 25, 1838, between four and five o'clock, the Moselle, bound for Cincinnati, bound for St. Louis with an unusually large cargo, more than two hundred and eighty; or according to some accounts, more than three hundred, and all on board probably anticipated a delightful voyage. The moment of departure, for the superior accommodation and swiftest boat on the river, were great attractions for the passengers, and often but a secondary consideration. The Moselle proceeded with some German immigrants. At this time, it was observed that the steam had been raised to an unusual height; and when it was reported that one man, who was apprehensive of dangerous and injudicious management of the steam apparatus. When the accident occurred, the bow of the boat was shoved from the place. The whole of the vessel forward of the wheels was (as the witness declares), "appeared to be twisted, as trees sometimes are when the accident occurred, the boat floated down the stream, leaving the upper part of the cabin out of the water, and the passengers and beings, floating on the surface of the river.

It was remarkable that the force of the explosion was un-  
was like that of a mine of gunpowder. All the boilers,  
was blown into the air, and the human beings who cro-  
Fragments of the boiler and of human bodies were thro-  
although the distance to the former was a quarter of a  
the time of the accident was standing on the deck above

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another person. He was thrown to a considerable height  
while his companion was merely prostrated on the deck  
blown to the distance of a hundred yards, with such force  
that a part of his body penetrated the roof of a house. S-  
of the boat, and who were uninjured by the explosion,  
saw sixty or seventy in the water at one time, of whom

It happened, unfortunately, that the larger number of p-  
which the balmy air and delicious weather seemed to in-  
destruction. It was understood, too, that the captain of  
determination to outstrip an opposition boat which had  
the Moselle in anticipation of her success in the race, a-  
responded to these acclamations, which were soon char-

Intelligence of the awful calamity spread rapidly throu-  
most benevolent aid was promptly extended to the suffer-  
within reach of human assistance, for the majority had  
who hastened to the wreck, declares that he witnessed a  
depict it with fidelity. On the shore lay twenty or thirty  
persons were engaged in dragging others of the dead or  
same witness, the survivors presented the most touchi-  
seemed more insupportable than the most intense bodily  
tender ties; but the rupture had been so sudden and viol-  
who had been spared. Fathers were distractedly inquiri-  
and wives for each other. One man had saved a son, but  
demented by grief, lay with a wounded child on one side  
expiring wife at his feet. One gentleman sought his w-  
him in the same crowd. They met and were re-united.

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A female deck passenger who had been saved seemed in-  
constant exclamations were "Oh, my father! my mother!  
whose head was much bruised, appeared to be regardless  
father; while another lad, a little older, was weeping for

One venerable looking man wept for the loss of wife and  
family, consisting of nine persons. A touching display  
who, on being brought to the shore, clasped her hands  
instantly recollecting herself, she ejaculated in a voice of  
infant, which had also been saved, was brought to her

Many of the passengers who entered the boat at Cincinnati. The estimated number of persons on board was two hundred. There were thirty-five killed, fifty-five were missing, and thirteen badly injured.

The Moselle was built at Cincinnati and she reflected glory as she was truly a superior boat, and, under more favorable circumstances, would have been a great success on the Ohio waters for many years. She was quite a new boat, having been finished on the 31st of March, less than one month before the disaster.

**BURNING OF THE BEN SHERROD, MAY 8, 1837.**  
On the 8th of May, 1837, the large Louisville and New Orleans steamer Ben Sherrod was on her upward trip, while she was engaged in an exciting race with the Prairie at night, and the boat was about fourteen miles above the mouth of the Mississippi with great velocity. The Prairie and the Sherrod were determined, if possible, to go by her. The crew of the Sherrod were sprinkling rosin over the coal, and doing their best to keep ahead of the Prairie, from which they drank of ten and freely used the same. The fire was so hot that they set fire to the sixty cords of wood on board, and the boat was enveloped in flames. The

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passengers, three hundred in number, were sound asleep when the fire broke out. When the deck hands discovered the fire, they began giving the alarm to the passengers. Capt. Castleman attempted to prevent confusion by telling them that the fire was extinguished, but this was not the case, and the shrieks of nearly three hundred passengers were heard all over the river. "The boat is on fire!" and the boat made for the starboard shore, but the current was so strong that she could not get to the shore. The steam was not let off and the boat kept on up the river. The yawl, which had been filled with the passengers, was used as a life-boat; and the passengers had no other alternative than to jump overboard. There were ten ladies who all went overboard without a moment's delay, and others clung to planks: two of the number were burnt alive. One man by the name of Ray, from Louisville, was hanging on to a rope at the bow of the boat, until rescued by the yawl. The scene half an hour after the boat took fire. Mr. Bay's father was on board the boat. He lost twenty thousand dollars in specie. The steamer Columbus, but from the carelessness or indiscretion of the crew, was also on fire, and many persons who were floating on the water. She came down the river, and many sufferers, who were too weak to make any further exertion, were drowned. A gentleman by the name of Hamilton, from Alabama, was floating on a barrel, and sustaining also a large number of persons both under. The lady was drowned, but Mr. Hamilton was rescued by the steamer Statesman. Mr. M. was floating on a plank, was drowned by the steamer Alton, and was taken up by a flat-boat at the mouth of Buffalo Creek.

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Mr. McDowell lost his wife, son, and a lady named M.

also a negro servant. Of those who escaped we have seen Mr. Stanfield, of Richmond, Virginia, and Daniel M. as described by them, was truly heartrending; while some of the flames, others plunged into the river to find watery death. Marshall, had clung to him while they floated four or five miles from the Alton, after imploring the boat's crew for assistance to get a flour barrel. Only two ladies out of ten who were on board escaped; the captain's wife; the other Mrs. Smith, of New Orleans.

It was said by some of the passengers, that the captain had implored him for assistance as he passed, it being much to be regretted who commanded the Prairie, for leaving a boat in flames without suffering her sufferers relief. He reported her on fire at Natchez and

### EIGHT DIFFERENT REPORTS.

A man in a canoe near the scene of disaster refused to save the boat, they promised to pay him handsomely for his services. The register of the boat was saved; hence it was impossible to ascertain the number of the boat informed us, that out of seventy-eight passengers, one of the most serious calamities that ever occurred on the river, and that of a hundred and seventy families deprived by it of some of their most valuable souls being hurried by it out of time into eternity, with the burning of the Ben Sherrod eight different explosions of the boilers blew up with a fearful explosion, and the explosion made a noise that was heard many miles distant, scattering the passengers producing the grandest sight ever seen. Immediately after the explosion Adams. A large quantity of specie, which was on its way to St. Louis, a gentleman placed his pocket-book,

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containing thirty-eight thousand dollars, under his pillow. His money. One scene was distressing in the extreme; a young woman, Mary Ann Walker, on hearing the cry of fire, rushed forward in search of her husband, at the same time holding her child in her arms, her dress caught fire, and was torn from her back, her husband fall into the flames in the forward part of the boat, she threw her child into the water, seized a plank, and was carried to the Columbus, but just as she seized a rope thrown to her, she was rescued by a young man, who had reached the hurricane deck in safety, he ran to the cabin, clasped her in his arms, and both were burnt to death. The mate and the two negroes were burnt to death. All the chambermaids and two negroes escaped out of thirty-five that were on the

### BURNING OF THE BRANDYWINE, APRIL 9,

"The steamboat Brandywine, Captain Hamilton, left New Orleans for her place of destination was Louisville, Kentucky. Her voyage was terminated at seven o'clock. When the boat was about thirty miles from the Alton she was on fire. Among the lading it appears there was a number of barrels of that kind are usually put up for transportation on the river. They were near the officer's rooms and under the hurricane roof. The fire spread from the furnaces to the highly combustible envelope of



the sparks were ascending very rapidly through the apertures of the chimneys, these not being closely fitted to the woodwork. The boat was racing with the steamboat Hudson at the time the tire was burst, and the more intense heat and thus accelerating the boat's speed, the furnaces. This fatal ruse was resorted to because the Hudson was undergoing some repairs, and the Hudson in the meantime had gained the lead. Brandywine had resumed her

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course, the pilot who was steering discovered that the fire was spreading. Strenuous efforts were made to extinguish the flames, but it was found that their removal allowed the wind to have a free course, as Captain Hamilton reports, the fire began to spread less than five minutes from the time the alarm was first given. The onset of flame.

The state of affairs on board may be imagined when it is considered that the yawl, with passengers, and the only means of escape from a burning vessel, was the yawl, in which scarcely a tenth part of the affrighted crew were to be seen. But even the faint hope of deliverance which this afforded was terminated in disappointment and despair. In the attempt to escape, the heat and smoke had now become so insupportable that many of the passengers, by fear and suffering, threw themselves into the water.

### 75 SAVED OUT OF 230 PASSENGERS.

The number of passengers on board, according to some reports, was thirty; of these only about seventy-five were saved; the rest perished. Among those who perished were nine women and about

As soon as all hopes of extinguishing the flames was abandoned, the boat struck on a sand-bar in nine feet of water on the north bank of the river, where she remained immovable until the morning. The passengers and other persons belonging to the boat who were saved, by swimming or floating on detached pieces of timber, were about thirty. Captain Hamilton and his crew, that they remained on board, exerting themselves to the utmost to save the lives which

**EXPLOSION OF THE ORONOKO, APRIL 21, 1831.**  
"On Saturday morning, at six o'clock, April 21st, 1831, the Oronoko came to anchor

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in the Mississippi, opposite Princeton, one hundred and thirty passengers on board, the purpose of sending her yawl ashore to receive some passengers. The machinery ceased moving, a flue collapsed, spreading fire. The accident occurred before the people on board were aroused. Many were lodged on the lower deck, abaft the engine, where, as it was provided for their accommodation. On this occasion the boat was thronged with emigrants, and mattresses had been

could not be lodged in the berths. This apartment between the berths, when the flue collapsed, as aforesaid, and the boat with a force of a tornado, carrying everything before it on deck at that early hour, were blown overboard; and in the recess of the cabin and space between decks the slumbering individual exception, were either killed on the spot or injured. Some of these unfortunates were completely excoriated, and were cast among masses of ruins, fragments of wood

The deck was strewn with more than fifty helpless sufferers who had been hurled overboard by the force of the explosion, and others who had thrown themselves into the water. Some of those who had been in a frenzy, occasioned by intolerable agony, leaped back in

Those persons who occupied the cabin generally escaped. One gentleman, Mr. Myers, of Wheeling, while making his way to the cabin, became alarmed at the scene of confusion and distress in the cabin, which was by this time filled with steam, he ran out afterwards.

Nearly one hundred deck passengers are supposed to have perished, of whom were not known, and therefore are not inserted.

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## Chapter LXII. Burning of the Erie

THIS magnificent steamer, Capt. Titus, commander, was destroyed the day of August, 1841, by which calamity more than one hundred lives were lost. The following account is given of the origin of this disaster. The painters, who were going to Erie, to paint the steamboats, had demijohns filled with spirits of turpentine and varnish on the boiler deck, directly over the boilers. One of the painters discovered the dangerous position of these demijohns, and removed them to a safer locality; but some person must have discovered the inflammable nature of the contents. Immediately before the explosion the sound is said to have resembled that which is made by a steam engine. The supposition is that one of the demijohns had tipped over. The liquid poured out on the boiler deck instantly took fire, and the boat was in flames. The steamer had recently been painted, and in this circumstance, the whole of the wood-work was very susceptible of fire. On board the Erie, and of that number only twenty-seven were

### COLLISION OF THE STEAMBOAT MONMOUTH

The steamer Monmouth left New Orleans, October 23, 1841, chartered by the United States Government to convey all the emigrant Creek tribe, to the region which had been selected for their settlement. On the 30th, the Monmouth, on her upward trip, had reached the mouth of the river. Bend, where she encountered the ship Tremont, which was bound for the river. Owing partly to the dense obscurity of the night, and partly to the carelessness of the officers of the Monmouth, a collision took place between

that vessel and the Tremont, and such was the violence sunk. The unhappy red men, with their wives and children, was the confusion which prevailed at the time, such was probably clung to each other in their struggles for life. The women, and children, are generally expert swimmers. The captains and crews of the steamers Warren and Yonkers, saving about three hundred of the poor Indians, the rest of the spirits before the tribunal of a just God, where they will be held accountable.

The cabin of the Monmouth parted from the hull, and fell into parts, and emptied its living contents into the river. The side of the steamer, therefore the former received but little of that degree that the hull, as previously stated, almost entirely lost her cut-water.

The mishap, as we have hinted before, may be ascribed to the Monmouth. This boat was running in a part of the river adopted for the better regulation of steam navigation on the side where, of course, the descending vessels did not expect to meet. The only persons attached to the Monmouth were the fireman.

It is not without some feeling of indignation that we find that four hundred Indians, the largest number of human beings ever attracted but little attention (comparatively speaking) in the news collectors of that region, on the waters of which they regarded the event as of too little importance to deserve a full account. The accounts we have of the matter merely state the outlines of the calamity, with commiseration for the sufferers, or a single expression of sympathy. It exposed the lives of so many artless and confiding people.

### SINKING OF THE SHEPHERDESS.

On the 3rd of January, 1844, the whole city of St. Louis was in great excitement by the intelligence that the steamboat Shepherdess had sunk three miles from the center of that city, and that many persons were immediately dispatched to the scene of the reported disaster. The particulars of the sad event are given below.

The Shepherdess, while ascending the Mississippi River, at 11 o'clock, in a dark and stormy night, struck a snag which caused a concussion very severe, and it is believed that several persons were killed. The boat was so damaged that she was obliged to stop. According to the report of the officers, the number of persons on board was about seventy. Most of those who were in the gentlemen's cabin were sitting up by the stove, and were generally undressed for the night.

In less than two minutes after the boat struck, the water passengers in that part of the boat were asleep. The captain by the ladies, and assured them that there was no danger supposed to have been washed overboard, as nothing was felt on board, one of the pilots attempted to examine the leak, but he had scarcely entered when the

About this time shrieks and exclamations of affright were heard from several ladies, who hastened to the stern railing, and reported that the water in the river. Certain it is that the water rushed in with such violence that had elapsed it had risen to the floor of the upper cabin. The ladies saved themselves by getting into the yawl, which was cut loose. The water rose so rapidly that it soon became necessary for the yawl to take position was not attained without great difficulty, for the only access was via the stern. However, it is believed that the yawl reached the hurricane

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roof. In the meanwhile the boat was drifting down the river, and struck another snag which rose above the surface. This time she struck on the larboard side. Drifting from this snag, she again lurched, and many were washed off; some of them reached the shore, but those who were above the first shot tower, the hull struck a bluff bank. Here the hull and cabin parted; the former sunk and lodged in the mud, and the latter floated down to the point of the bar below that place, where it was

The steamer Henry Bry was lying at the shot tower above the wreck, the captain of that vessel being aroused by the cries of the little boat could only take off a few at a time, but by the aid of the yawl many were saved. This humane gentleman almost sacrificed himself, but did not desist until he was covered with a mass of ice, and it was impossible to get him out. About three o'clock the ferry-boat Icelandic detached cabin.

We have thus given a general history of this calamity, and call attention to the devotion of a young man, Robert Bullock, of Maysville, to the cause of humanity, he took no measure to the preservation of the women and children. When the cabin was detached, he went from state-room to state-room, and passed it to the hurricane deck. In this way he saved a number of young ladies, and was to rescue Col. Wood's "Ohio Fat Girl," who had gained weight of about a hundred and forty pounds, but with the assistance of several men he succeeded in raising her to that place of security. A short time after she was thrown into the water. He swam to the Illinois shore, and rescued a young wreck who was suffering excessively from the cold. Other young ladies, who had been put ashore in a skiff and were asleep, which would have been fatal in such circumstances.

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and with great exertions succeeded in getting them to their half frozen condition required.

An English family, from the neighborhood of Manchester, succeeded in getting to the Illinois shore, four to the wreck by the ferry-boat. They were all re-united on the party supposed the other to be dead. A spectator of that affecting scene.

Mr. Muir, of Virginia, and his brother, were on board of these persons were saved. Levi Craddock, from Dayton, his wife, and two children were saved. Mr. Green, of 1 children, and was left with two helpless infants, the year of Louisville, Ky., lost a son and daughter. Mr. Wright, children, were drowned. His wife, who survived, was of Covington, Ky., was undoubtedly lost. He was in a lurch, by which the boilers, and part of the engine and being overwhelmed among the ruins, and he sunk with the eldest of whom, a son, was with him on the wreck.

The bodies of two children who had perished with cold many children were on board, it is surprising that more Mayor of St. Louis, who personally assisted in relieving to be taken to the Virginia hotel, where they were amply perished in this wreck. The Rev. Mr. Peck, of Illinois estimate much larger. One of the St. Louis papers averaged than seventy.

Capt. Howell had bought the *Shepherdess*, and this was

#### EXPLOSION OF THE ANGLO-NORMAN.

The new and beautiful steamer *Anglo-Norman* left New Orleans on her trip, having

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on board a large "pleasure party," consisting of two hundred in style some distance up the river, satisfying all on board the promise of a brilliant career in the future; but having one of her boilers exploded at the same moment, shattering and wounding nearly half of the people on board.

Mr. H. A. Kidd, editor of the *New Orleans Crescent*, was among the killed; but he lived to give a graphic account of the accident, which he somewhat eccentrically entitled "The Experience of a Pleasure Party."

Mr. Bigny, one of the editors of the *Delta* and myself, were on the deck; his chair having the back towards the pilot house. It will be seen at once that we had seated ourselves immediately

We had been engaged in conversation but a very few minutes

with steam, was forced out of the main pipe just aft the shower. I had never noticed anything of the kind before. Just as I was about remarking this to Mr. Bigny, I was impossible for me to say. I have a distinct recollection enveloped, as it seemed to me, in a dense cloud, through sufficient lapse of time for me to have a distinct impression. In what position I went into the water, and to what depth I arose to the surface I wiped the water from my face, and I am sure, but this I was prevented from doing by the vapor of steam. This obscuration, however, lasted but a short time, and I had a clear conception of my situation. I found myself in possession of my order. I looked around in every direction, and discovered and in the neighborhood of some twenty or thirty people somewhat in a heap. They were sustaining themselves

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endeavoring to get possession of floating pieces of the raft, and was fully satisfied in my mind that she was blown to pieces. There were lost, except those who, like myself, were struggling for justice to say that, from the time at which I had arisen to the surface, I was drowning, though to a more disinterested spectator than myself, against me. I never felt more buoyant, or swam with greater ease, than when I appropriated whatever aid was within my reach; so like a fish, I was a tedious one, after a shattered piece of plank. I finally reached upon it, I got a soothing for my pains. The piece was soon abandoned it, and turned in the direction of a steamboat. To keep my face towards the approaching steamer, I found it necessary to swim down river. This, together with the coldness of the water, and the narrow space, I felt that I should not be able to keep afloat until the steamer was near, there was a cry from my unfortunate neighbors in

## HOLD ON, PARTNER! HOLD ON!

There was, indeed great danger of our being run over by the steamer. I made no effort to get out of its way. Fortunately for me, the steamer approached. A sailor threw out to me a large rope, which I seized. It was drawn to the boat's guards, which was several feet from me. A kind-hearted sailor cried, "Hold on, partner! hold on!" The rope was slipping through my hands, and I should certainly have been irrecoverably lost under the boat's guards, had not another man seized one of my arms. I was drawn on board as nearly lifeless as a corpse. Two stout men assisted me to reach the cabin. My chest, which was spitting of blood, had been somewhat bruised, but a life-preserver. My friend Bigny was one of the first I met on board."

Both these editors had been in the most dangerous part

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the boat, and their escape, almost without injury, was the only one. The passengers who escaped remarked, that of the imm

large as a man's head remained. Very few of the names the general opinion was that the number of victims could be attached to the office of the New Orleans *Bulletin*, a member of the Missouri State Legislature, was believed

## Chapter LXIII. Sinking of the John

The John L. Avery, J. L. Robertson, commander, was in a manner, and furnished with every necessary equipment as a regular packet between New Orleans and Natchez. On the 7th of the river, on March 7th, 1854. She stopped at Point Comfort to load molasses; and on the 9th she passed the steamer Sultana at Natchez; and having left the Sultana (with which she was racing) she struck what was supposed to be a tree, washed from the bottom of the boat was the consequence of this accident. For the shore, the steamer sunk before she could get near the shore. Guthrie, an engineer, and the carpenter, were standing on the deck at the crash — the boat at the same time making a sudden surge. Guthrie, the scuttle-hatch and leaped into the hold, but finding it impossible to attempt at repairing the damage, he made haste to get to the shore. Guthrie, an engineer that the boat had snagged. Mr. Guthrie, perceiving the engine, but before he got there, he was up to his knees in water up to the hurricane deck. Soon after, the boat righted, and was sixty feet of water.

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As the hull parted from the upper works the surging of the water against the hurricane roof, and six persons who remained on board. Capt. Robertson and his two clerks.

Mrs. Parmin, one of the six passengers rescued from the wreck, was in her arms at the time, and was with difficulty prevented from falling on the bed. But the situation of the deck passengers was such that many of them crowded in their allotted place, where they were unable to have prevented their escape, if escape had been otherwise possible. All were drowned.

There were many Irish emigrants on board, whose narrow quarters and uncertainty respecting the number of those who perished, were men, women and children could be seen drowning at one time or another. The second mate and another person launched a boat, much upset, probably by the eager and ill-directed efforts of the crew of the Sultana, with which the Avery had been racing, promising to save passengers, and was the means of saving some of them. About eighty or ninety.

Mrs. Seymour, one of the passengers who escaped, related

While the passengers were at dinner, it was remarked that the water was overheated, a circumstance which one of the party accounted for

been used to get up extra steam, as the officers of the *A. Sultana*. Mrs. Seymour had retired to her state-room for a moment by the concussion when the boat struck; and soon after she was thrown into the floating cabin by one of the waiters, named Jones, who was instrumental in saving the lives of several other passengers. She was carrying a portfolio containing nine hundred dollars, which she had placed in a box, and a manuscript which she was preparing for the press, and a pocket-book.

Mrs. Seymour continues: I cast my eyes upon the water

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which was covered with fragments of the cabin. To the north while many human voices were crying, "Save me! oh, save me!" human heads, sinking and rising, and then sinking to the side of the boat, and I saw that a young lady, who had fallen through the skylight and placed in safety on the floating cabin, plunged again into the water, from which she never again appeared, but appearing again on the surface, they were rescued by the boat's crew, who never slacked in their efforts to save her. She swam to the water and swam to land. A fine Texan pony, belonging to the boat, endeavored to save himself by swimming. He reached the shore but fell back into the water and was drowned. In a faint but audible voice I cried, "William, do save her!" On directing my gaze to the place where she was sinking in the river. At the same time the child's voice called to me, "Save her!" I saw her fair hair, all wet, fall back from her young face, and the neck of her brother, and the mother and her two children.

### BURNING OF THE ORLINE ST. JOHN.

The steamboat *Orline St. John* left Mobile for Montgomery on the 18th of August, 1850. On the fourth of the same month, when within a few miles of the mouth of the river, she was discovered to be on fire on the larboard side, near the boiler, which the first alarm was given, the whole cabin was in flames. There were one hundred and twenty human beings on board, and only a few number survived the destruction of the boat. As soon as she reached the shore, which the steamer fortunately reached before she could run ashore in a dense cane-brake on which her bow and stern were broken. A few persons who happened to be on the forward part of the boat, were rescued with difficulty, but the greater number of

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passengers ran aft, with the hope of getting into the yawl, but they got possession of this small boat and had already left the stern, now collected at the stern, which, as mentioned above, was cut off all means of escape in that quarter; and to go forward the middle of the boat was completely wrapped in flames. The situation was critical, the cabin threatened to fall on them. "As the flames were indeed terrible. The ladies and children had gathered together, and their screams for help can never be erased from my memory.



If the yawl had been brought back, all might have been possession of it ran it ashore in the cane-brake, and bet back, all who remained on the steamer, without a sing Every woman and child who had been in the boat was escaped over the bow when the boat struck, and the five There were a number of returned California gold diggers, all the produce of their toils. No property of any kind was saved. Preston, which his servant threw over the bow into the

### EXPLOSION OF THE CLIPPER.

"This explosion, of which a very vague account has been given since September 19th, 1843, at about a quarter past twelve o'clock, is the story, and who appears to have powers of descriptive writing. It "blew up with a report that shook earth, air and heaven to pieces around our ears. All the boilers burst simultaneously, beams of timber, articles of furniture, and human bodies were hurled hundreds of fathoms in the air, and fell like the jets of water on the neighboring shore, some on the roofs of the houses, and some on the boat. Some large fragments of the boilers, etc., were scattered on the scene of the destruction. The

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hapless victims were scalded, crushed and torn, mangled, and were thrown into the streets of the neighboring town (some three hundred yards distant, and some into the river. Some were coming in contact with pickets or posts, and I myself saw several human bodies which had been shot like cannon balls through the distance from the boat."

Every object in front of the wheel-house was swept away, and the place where the killed and wounded had been deposited was we never hope to look upon again. The floors of the two decks were wounded and dying, and others were pouring in as fast as water. The sufferers were praying, groaning and writhing in pain.

### EXPLOSION OF THE LOUISIANA — ONE OF THE

"A few minutes after five o'clock, on the evening of November 1st, 1843, the steamer Captain Cannon, lying at the foot of Gravier Street, New Orleans, was preparing for her departure for St. Louis. She was laden with a vast quantity of passengers. The last bell had rung, the machinery set itself in motion from the wharf and began to back out into the river, when an explosion which shook all the houses for many squares around took place, lying between two other steamers — the *Bostona* and *St. Louis* were wrecked; their chimneys were carried away, and their crews were killed. The violence of the explosion was such, that large pieces of the wharf, falling on the levee and in different parts of the city, were hurled in two, and then struck a horse and dray, killing both.

Another mass of iron, of considerable size, was projected to a distance of a hundred yards from the exploded steamer, where it threw down the roof of the portico of a coffee-house.

Before it reached the iron pillar, this fragment passed its passage.

The tremendous detonation gave notice of the accident. Gravier Street was thronged with anxious and sympathetic people. The state of mutilation, had been dragged from the crowd which had assembled. Hacks and furniture cars were sent with as much dispatch as possible to the hospital. The groans of the dying, and the shrieks of the agonized sufferers, were heard among the crowd. The body of a man was seen, with the limbs A woman, whose long hair lay wet and matted by her sweat, was shockingly mangled. A large man having his skull mangled, though it had been painted red, having been flayed by the steam, scalded, burned, mutilated and dismembered, lay about the wreckage, locked together, brought by death into a sudden and long

But it is utterly impossible to describe all the revolting scenes to the beholders, suffice it to say, that death was there everywhere. The fate of many who still lived was more shocking and distressing than that of those whose sufferings were terminated by death.

A gentleman, who was a passenger on the Louisiana, was near the wheel house, at the time of the explosion, and fortunately escaped unhurt. He distinctly saw the faces of the people who were vainly struggling to free themselves from the falling of the boat when she sunk. The steamer went down in a few minutes. He thought that many citizens, who went aboard to assist in the rescue mentioned above succeeded in saving a little negro boy. The wreck, to many of which persons who had been thrown overboard, boats were engaged in taking them up. The confusion was so great that it was difficult to ascertain the names of one quarter of those who were killed. The emigrants, etc., were

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on board, the greater number of them could not be identified. The explosion caused a greater loss of life than ever took place on the river. The accounts make the number of killed one hundred and fifty. The mayor of New Orleans judged from his own observations that one hundred and fifty lives were lost, at the lowest calculation.

The steamer Storm, which lay in close proximity to the last named boat itself, and was driven out fifty yards from the wharf. The persons on board the Storm were killed or wounded. The captain appeared on deck, his face covered with blood, and calling for help, bringing his boat back to the wharf.

The fragments of iron, and blocks and splinters of wood, which fell from the ill-fated Louisiana, carried death and destruction

wounded at the distance of two hundred yards from the Testut, of New Orleans, was standing on the wharf, of Point Coupee, who had embarked in the Louisiana, iron struck a man at Dr. Testut's feet; the poor fellow convulsively grasped the doctor's paletot, tearing a poor death. Among the citizens who received severe injuries Wray, a clerk in the house of Moses Greenwood & Co Knoxville, lying below the ferry landing, and was passing a piece of wood, and so badly wounded that amputation selling papers on the Louisiana, and had just gone ashore

The bodies of persons who had been in the steamer were hurled a hundred feet in the air, some of them falling on the wharf; dismembered trunks of human bodies, were scattered through the pilot house of the steamer Bostona, making the work of a cannon ball.

Among those who were killed on board of the Storm were

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Mrs. Moody, wife of the first clerk, who was standing on the wharf, or fifteen other persons were killed in this boat, and several mortally. The Storm had just arrived with passengers

During the night thirty bodies, all strangers, were brought to the municipality. Capt. Cannon, of the Louisiana, was ordered to stop for a moment to speak to an acquaintance and to his two children escaped from the wreck of the boat as it was

The effects of this disaster, unexampled in the history of society at New Orleans. Dismay was in every countenance, mourning for the numerous dead; while every heart was for the surviving friends, and for all who were suffering in this catastrophe."

### EXPLOSION OF THE ST. JAMES.

"The St. James was a high pressure boat owned by Captain in 1850, and was employed on the Mississippi River until which time she was engaged on Lake Pontchartrain. The Herbes. The St. James left Bay St. Louis on Sunday night on the steamboat California, having on board a large number of passengers for the anniversary of independence at the watering places. Before five o'clock, the St. James stopped at the point designated above for landing, and having taken in several passengers, started on her way to California, was at this time a short distance astern; each other, and it is conjectured that the officers of the St. James exposed the lives of their passengers to very obvious dan

The St. James had run scarcely two hundred yards from the wharf when the boilers exploded, and nearly at the same moment the boat

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the boiler deck fell upon the boilers and machinery, part of the boat, which was now flooded with scalding water had been scattered abroad. Owing to this circumstance many of the persons injured by the explosion itself were severely scalded or killed. The disaster took place long before daylight, many of the persons who were awoke in eternity, without knowing, perhaps, what caused their death, were aroused from their slumbers by a sense of intolerable heat. The scene which now presented itself on the burning steamer was a most terrible one. The screams were heard on board the California, and Captain Ensign was seen to rush to the wreck. The space between the two boats was lighted up by the fire, and the spectators from the California could see the men of the St. James hurrying to and fro, wringing their hands, or seeking for a temporary support, and jumping into the lake. The scene was a most terrible one. They arose not from the burning boat alone, but from the burning wreck. The men were shouting for help, or gasping in the last agonies of death. The boats of the California went about swiftly picking up the people on the California could see men cease to struggle, and their perish had no power to save. It was a scene to harrow the soul, and one that will be remembered without horror and one that could never be

As the California approached the burning wreck, the Captain was compelled by a due regard for the persons under his charge to launch the boats belonging to the California were launched, manned and sent to the wreck. From the center of the St. James, and Captain Ensign, and the other persons on the wreck, succeeded by nice management, the boats of the California were thus enabled to save the ladies and gentlemen from the St. James were thus enabled to save the lives of the persons who were saved owe the preservation of their lives to Captain

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### BURNING OF THE GEORGIA

"On Saturday night, January 28, 1854, the steamboat Georgia, of Montgomery and Mobile. She had two hundred and thirty persons on board, and are believed to have perished. When the fire was discovered, the escape was as far as possible. The scene which followed was one of indescribable horror. The women and children were "pitched on the shore like logs. The men who were on the burning boat with the greatest dispatch seemed to be thrown out of the boat. Several who were thus thrown out of the boat fell into the water, and were killed. Several of his children, were lost. His widow and eight survivors were left at Mobile, in destitute circumstances. Mr. Jackson, of Montgomery, lost a considerable amount, which were also lost. Mr. Jolley, of Montgomery, and Mr. Jolley were on the boat. The wife of this gentleman and one child were saved, and a few dollars in specie, and was left penniless. B. F. Lofton, of Montgomery, lost a considerable amount. M. Carter, of Clinton, Ga., lost three negroes. His wife, of Hancock, Ga., lost a valuable slave, all his medical books were lost, except the clothing which he wore at the time of the disaster. Mr. Hancock, of Hancock County, Ala., lost several negroes. Mr. Graham, from



\$500 in gold. Thos. J. McLanathan, of Bristol, Conn. County, Ga., lost several slaves. A woman who fell or caught on the horns of an infuriated ox, and thereby rethrew her into the water and she was saved. A father, v. back into the blazing wreck, hoping to save the seven. escaped to the shore, returned to the boat to bring away hull, from which he never emerged. Another man save his other children were consumed on this funeral pyre.

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young man who had lost his wife in the wreck, sat on spectator of the frightful scene. It appeared afterwards madness, or idiotic apathy. Another young man who loudly lamented the loss of \$1,000 which the old gentle seemed to be the only one which occupied his thoughts himself, his wife, and his five children, but lost nine

Of the forty persons who perished in this conflagration passengers, and more than half of the others were children until the fate of each person on board, for life or death, quick was the work of destruction.

### LOSS OF THE STEAMBOAT MECHANIC.

The steamboat Mechanic had been chartered at Nashville suite to Marietta, Ohio. She departed from the former on board, besides her officers and crew, General Lafayette of Illinois, General O'Fallon, Major Nash, of Missouri the following Sunday, about 12 o'clock, midnight, when near the mouth of Deer Creek, about one hundred shock was felt by the persons on board, and it was soon under the surface of the water. The commander, Capt. cabin that the boat had snagged. Capt. Hall then caused Lafayette and the passengers ashore. In the meanwhile, and was soon prepared to leave the steamer.

As the night was very dark, and great confusion prevailed attempting to descend into the yawl, was precipitated in the assistance of one of the deck-hands, whose name was although far advanced in years, was able to keep himself thousand

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dollars in money, besides his carriage, clothing, etc.,

While Capt. Hall was devoting all his attention to the containing one thousand three hundred dollars, was lost

### SINKING OF THE BELLE ZANE.

"On the eighth of January, 1845, the steamboat Belle Z

New Orleans, struck a snag in the Mississippi, about the River, and immediately turned bottom upward. This was an exceedingly cold night. Of ninety persons who were on board, only six escaped drowning — and many of those who succeeded in reaching the shore died of death. At the time the boat was snagged, the passengers endeavored to extricate themselves when the boat suddenly turned over on its side, owing to the inclemency of the weather. No situation could be more disastrous than that to which the passengers were exposed. They were thrown to the beach, almost naked, unseltered and drenched with cold water, and remained in this miserable situation for nearly two hours. The only persons who took off all who remained alive, sixteen in number. They were saved in the yawl. The feet and hands of some of the survivors were frozen necessary."

### EXPLOSION OF THE GLENCOE.

"On the 3rd day of April, 1852, the Glencoe, Captain Ives, had just been moored at the levee, foot of Chestnut Street, when an explosion of most appalling and destructive effects. The sound of the explosion was heard in all quarters of the city; in the neighborhood of the levee the windows of several squares around appeared to reel under the force of the shock. The people at the time; the passengers were engaged in looking on. Citizens, hotel-runners, hackmen, etc., had pressed in

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the names and numbers of the killed are beyond the score. Many were strangers; the bodies of a large number blown overboard. The dead were so shockingly disfigured or torn to pieces that they were unrecognizable. Fragments of wood, iron, and dead bodies were thrown

The shock of the explosion drove the steamer far out in the stream, the furnaces having been dismantled, and the boiler floated down the stream, she presented a frightful spectacle. The wheel-house, and down to the water line, had been swept away. The timbers, freight, and bodies heaped together in the wake of the steamer spread rapidly. The spectators on shore beheld men, women, and children, in various gestures, from one part of the burning steamer to another, as if in a dreadful death with threatened them — some who had been thrown writhing in agony, making ineffectual efforts to extricate themselves. Numbers of the crew and passengers were compelled by the force of the explosion to jump overboard, some of these succeeded in reaching the shore

In the meantime several small boats were actively engaged in saving the lives of a considerable number were saved in this manner. The steamer was where it burned to the water's edge, and then sunk, carrying with it many dead. Near the spot where the explosion took place many bodies were found on the levee. Thirteen mutilated corpses were soon after recovered, and being the most convenient place where they could be deposited, they were conveyed to the Sisters' Hospital. Others who were less severely injured, in a manner, crying for assistance. The dead bodies of five persons who were on the Glencoe were found on the steamer Cataract. They were found being torn from the trunk, heads were mashed and disfigured, making identification. The body of a woman was found on the

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which had also been blown from the boat), every bone in  
an eye witness, "were so badly mangled that they could

The body of Mr. John Denny, first clerk of the Glencoe  
Western World. Few external injuries were found on the  
little girl, with the legs torn off, was recovered from the  
up on the sidewalk in Commercial street; the boot, which  
thereof as a part of the mortal remains of William Bre  
persons who were sent to the hospital, three died during  
believed to be curable.

Capt. Lee, his lady and one of his children, left the boat  
before the explosion. The Captain's little son, ten years  
A. R. Jones, a merchant of St. Louis, was instrumental in  
a yawl, and approached the burning boat near enough to  
acknowledgment of his humane services in the time of  
Louis presented Mr. Jones with a handsome silver mug.

## EXPLOSION OF THE SALUDA.

"The Saluda exploded on Missouri River, near Lexington  
been detained in the neighborhood of Lexington for four days  
passengers left her to seek other conveyances. On the day  
effort to stem the current. The steamer left the landing  
after the boilers exploded with such tremendous effect  
the wheel-house were completely demolished, and not a  
boat sunk within a few minutes. The books were all lost  
killed by the explosion or who sunk with the boat could  
perished is estimated at one hundred.

The commander, Capt. Belt, who was on the hurricane

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roof, was blown high in the air, and fell against the side  
from the wreck. The second clerk, Mr. John Blackburn,  
blown on shore, to a considerable distance from the boat.  
melancholy coincidence, that a brother of this gentleman  
the Pacific Railroad in November, 1855. They were both  
mutilated bodies of a large number of passengers of the  
Charles Labarge and Louis Gareth, the pilots, and Mr. Me  
Their bodies were blown into the river, and were never  
his wife and seven children. A lady was deprived of her  
of the explosion that a part of the boiler passed through  
it. The citizens of Lexington subscribed \$1,000 for the  
to the negligence of the engineer."

## BURNING OF THE BULLETIN NO. 2.

The steamboat *Bulletin* No. 2, Capt. C. B. Church, w No. 96, 97, March 24th, 1855. A large quantity of cott combustible article caused the flames to spread rapidly but as soon as she struck the bank, she bounded back a to the level of the water. The surface of the river was c many persons who leaped overboard, while attempting masses, were severely burned. One of the cabin passeng deck, when the fire first appeared, and before he could boat was in a blaze. If the force pumps had been in goc could easily have been suppressed. An eye witness thin could have been saved, if gum elastic hose had been pro shameful and criminal neglect on the part of the captai apparatus. While the boat was burning, the passenger

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we have one instance of surprising coolness, whether i not pretend to say. A gentleman was standing in the cal unconcern while the fire was making rapid progress in stoical person to take off the door of a state-room and e easy, Captain," was the calm response; "I am safe eno anecdote reminds us of one which is told of a celebrated the Mississippi, exclaiming: "Now, gallows, save yo

Some of the passengers of the *Bulletin* succeeded in lea the steamer struck the land, but a large majority, who from this means of escape. Capt. Church and all the ot effort to save the passengers, and the Captain remained life nearly became the sacrifice of his fidelity. When c flames, he threw himself into the water. The boat had he would infallibly have been drowned, had not a skiff assistance.

### BURNING OF THREE STEAMERS.

Between the hours of 12 and 1 o'clock, on Monday morn the steam packet, *George Collier*, Captain Burdett Par The steamer had just arrived, and had not been made fa closet under a flight of steps in the forward part of the spread to every part of the steamer, in less than five mi ineffectual.

Captain Burdett, perceiving that the total destruction c passengers of the cabin. His first efforts were directed exertions, he succeeded. The male passengers and some themselves by jumping off, some into the river and so lay near the *Collier*. This fine wharf-boat was called th Capt. Jos. Brown, which lay on

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the other side, was soon involved in the fate of the *Col*



presented one of the most magnificent and terrible spectacles, even at that hour, made every object distinctly visible. A conflagration. Crowds of people rushed to the wharves to see the fate of many people who were known to be on board the passengers on the George Collier, who, together with thirty or seventy people, all of whom, for a time, appeared to be safe. The passengers names were destroyed with the boat. It is known that many were lost, but twelve persons, at least, are known to have survived.

The George Collier had just completed her trip from New York to New Orleans, all of which was destroyed. None of the passengers had been injured.

### THE MARTHA WASHINGTON.

"The loss of the steamer Martha Washington, with its extraordinary events in the records of marine disasters, is a subject, will probably never be cleared away. This steamer was on her way from Cincinnati to New Orleans, when she took fire at about half-past one o'clock, on the morning of January 1st. Several passengers lost their lives, but all the officers and crew were saved. A work of destruction was completed within three minutes. A wife and two children, perished in the flames. Two or three were drowned while attempting to escape from the fire. The

The burning of this boat has given occasion for several theories of conspiring to burn the boat has been made by Sidney Kissane, L. L. Filley, the brothers Chapin, Lyman Coffin, and Washington, and several others. It was alleged that a large quantity of goods were stored in several offices, and that the boat had been fraudulently

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containing nothing more valuable than bricks, stones, &c. In 1852, L. L. Filley, of Cincinnati, one of the persons implicated in the burning of the Martha Washington, testified that there had been no merchandise shipped on the Martha Washington, and that she had been designedly set on fire to defraud the insurance company. He also testified that he had on board this boat a quantity of leather valued at \$1,500, and that because the insurance officers protested that the boat had been set on fire, he and several others, named Burton, the persons named were arrested on the charge of conspiracy, and on the charge of murdering the passengers who were lost. Burton was afterwards at Cincinnati, and was convicted; he obtained a pardon, and the others implicated were afterwards tried at Columbus, Ohio, and were brought in a verdict of "not guilty." Burton then obtained a pardon from the authorities of Ohio, and had all the accused parties removed to the Street House, Cincinnati, in 1854. They were hurriedly packed up, and conveyed down to one of the wharves below Cincinnati, and from thence to Helena, Ark., where they were confined in a miserable jail three months.

They were again acquitted in the court of Arkansas. Burton was again on the charge. Kissane, one of the defenders, in order to raise money for the defence, committed a forgery on the Chemical Bank of New York, and advocates assert that he committed this deed in me

extremity by the prosecution or persecutions of Burton in the custody of an officer he contrived to make his escape by a hole in the water closet. After concealing himself from the State's prison, at Sing Sing, two and a half years later he was pardoned by Governor Clark, of New York. In the same month another bill was introduced against Burton, the prosecutor of Kissane for perjury. Coons acknowledged that Burton

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had paid him for giving in false evidence at the trial of Kissane in Washington.

Such being the facts of the case, there are many conflicts of the parties charged with the horrid crime of setting traps for several persons, for the purpose of obtaining a sum of money. Other instances of a mysterious and romantic character are mentioned in the case of Sidney C. Burton, the prosecutor of Kissane, etc., late of Ohio, in circumstances which gave a color of probability that he was poisoned. It is mentioned also that an attempt was before made to poison him in Ohio. The whole affair presents a tangled web which will never unravel.

## Chapter LXIV. Western River Improvement Company.

From Sketch Book, 1858.

"THE first diving-bell boat on the Mississippi, was built by Thomas, formerly proprietor of the Sectional Docks, between St. Louis and Alton about 1838.

His efforts were only partially successful; the diving-bell

These boats, with some few extra contrivances of Mr. Thomas, were used until 1842, when the Submarine No. 1 was built. She was built by Eads, Nelson & Case. The latter estimable gentleman was the "Gasconade Bridge."

This boat was used only for the purpose of raising carcasses. Mr. Case retired from the firm, and the business was conducted by Eads, Nelson & Case. When a company was formed, composed of Messrs. Nelson, Case, and Eads, however, soon withdrew, and the business was conducted by Eads & Case.

In 1848 the Submarine No. 2, was built at Cairo, and was used for the purpose of raising carcasses.

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In 1849 the No. 3 was completed, and her first efforts were directed towards the wrecks of steamboats from the great fire of that spring.

In 1851 the Submarine No. 4 was built at Paducah, Kentucky, for wrecking on Western rivers. She was provided with one of the most powerful ones that had ever been invented, and she was the first to be used on the waters of the Mississippi Valley. Since 1851, they have built many more steamboats, a thing before thought to be impossible in those days.

In 1855, the five snag-boats built by the government for \$185,000, were bought by Eads and Nelson, and converted for other purposes.

In 1856 and '7, the No. 7 was built at a cost of \$80,000, the largest of the kind in the world, and was capable of raising the largest boats. In 1856 a proposition was made by this company to the government to remove the rocks and sunken boats from the channel of the river for the purpose of improving the navigation. From the hostility that then was entertained by President Fremont against the "improvement" system, the proposition was not accepted. In 1857 the Missouri Legislature under the name and style of Western River and Navigation Company, with a capital of \$250,000, which was raised in St. Louis. The affairs of the company were conducted by Thomas H. Larkin, T. A. Buckland, S. H. Laflin, C. M. Eads, and J. M. Nelson.

This company is a standing rebuke to the government's obstructions which offer constant peril to the entire coast. It is to do that which justice and right clearly point out as being the best and most economical way of doing it. It is to be done for building railroads, which in the end main- tain the same principle. Not a dollar is appropriated to improve the navigation of the river, which is used as the highway to the markets of the world, at a cost of \$100,000,000, and at excessive rates of insurance.

This company has a standing salvage contract with all the insurance companies in the United States.

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the principal insurance companies in the United States save any property wrecked on Western rivers, in which case they are entitled to a percentage of the value of the property.

In this way many steamboats are raised without removal, and repaired, even before the underwriters are made aware of the accident. This company occupies a very important position in commercial circles, and is reaping a handsome reward."

This wrecking company was the avenue through which the name of Eads became known to history and the world.

It was in these earlier, these minor transactions, that he developed to those who were intimately associated with him. On a rough morning in March, 1839, when young Eads, not yet twenty, was on the steamboat Knickerbocker, laying at the wharf at St. Louis, he saw a large log-jam at Dubuque."

Under a large circular cape he wore, he exhibited a mir-

ready to raise steam on a tin boiler, ingeniously and sy

He inquired where he could deposit his boat. Being sho  
board to act in that capacity, he established himself an  
ensuing season. Previous to which he had been employ  
retail dry goods store of Henry During, on Main Street

It was under the counter, in this store, during his leis  
perfect specimen of a steamboat referred to.

This was his first practical introduction to the Missis  
familiar with.

After remaining one or two seasons in that capacity, a  
genius and ambition induced him to associate himself  
purpose of saving property wrecked on the Mississippi

At the present time, 1889, that industry is not one that  
ambition, much less for one with the towering ambi  
embarked in it, when it was not an

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usual thing to note the sinking of a steamer with a val  
in the week, during the low water season, and it was c  
was money in the *diving bell boat*.

The crude and unwieldy boats at first used presented a  
resulted in improved boats, and machinery, commens  
use. But few years was necessary to develop an immens  
construction and every piece of it bore evidence of Capt

The whole culminated in the construction of the Subm  
powerful gunboat, Benton.) While she was not the las  
profitable, she was the most expensive to build and to  
concentration of mechanical power, for which she was  
anything that has been constructed since her day.

But it was not alone in the inception and materializing  
Captain Eads' genius and financial ability was made n  
at the moment when the tide of its success was about to  
profitable investment, when all that was known of its  
parties, that he induced his friends to become interest  
investment is still fresh in the recollection of many of  
of wrecking some of them and in time was itself wrec  
necessary to enumerate.

The enterprise and zeal manifested by Capt. Eads in th  
government at the breaking out of the war was alone s  
of the master minds in its service, and second to none  
*perseverance*.



The construction of the St. Louis bridge and deepening are monuments to his public spirit, to his genius, and

Whatever credit is due him as an engineer, or for his insignificance when compared to his ability as a *financier*

Upon that all his success depended.

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His ability to avail himself of the skill, of the experience, of the contact, was phenomenal and enabled him to succeed in

The very able assistants and engineers he had employed little to do of the detail in construction; but to plan and

But only from his transcendent ability as a *financier* was the structure at St. Louis as the "Eads' bridge."

So, too, with the jetties at the mouth of the Mississippi

No man with less ability as a lobbyist, or with less power over legislators, would have ever succeeded in securing the passage of nearly the entire government force of engineers opposed

The terms and conditions upon which he contracted to build a man in America had the financial ability to have raised himself a millionaire himself.

If Capt. Eads had lived, there is but little doubt but that the Isthmus long before De Lessups or any one else would have been one *James B. Eads* in America.

By the following extract from the *Post*, published in St. Louis the first proposition to build a ship railroad across the Isthmus of Channing, several years before Capt. Eads undertook to

But genius in this case, as in most others, is of but little value available. While Capt. Eads had genius in no small degree, he had transcendent financial ability.

### CAPTAIN EADS.

"Capt. Eads was a man of remarkable energy and fertile imagination, and as effective as at present it seems to be, will assure him a

He was, indeed, so large a man that there should be no other belonging to another. We allude to the unique project of the Isthmus, which had been allied with his name, and

much credit has been awarded to him for the ingenuity Eads did not seem to disclaim with much energy.

Yet, as a matter of fact, the whole conception and device originated in the brain of that ingenious man, Dr. W. For fifteen years ago he brought his idea to maturity, and an explanatory pamphlet, illustrated it with excellent cuts, is now familiar, and applied to Congress for a charter of money required for the development of the enterprise it had found a step-father in Capt. Eads. In spite of his father's name, who spent some hundreds of thousands

Captain Eads was before a Senate committee only three affect the gigantic project for wedding the two oceans connected."

## Chapter LXV. Western River Pilots

Without presuming to criticize unjustly the occupation of navigation of Western rivers, the importance of the present one chapter to that subject.

"Mark Twain's" brief experience as a pilot on the Mississippi in consideration.

Not that they are always just or truthful. But from his taken (which was several years before he wrote his "Life" a false impression of the facts.

True, at the time of his experience steamboating was not a law, or universal custom, was only the result of the

No wonder he was charmed with the occupation, and "since," if what he says was true. "The reason is plain, entirely independent human being that lived on the earth

"Kings are but the hampered servants of parliament and their constituents.

"The editor of a newspaper cannot be independent, but party and patrons, and be content to utter only half or two

No clergyman is a free man and may speak the whole truth. Writers of all kinds are manacled servants of the public

In truth, every man, woman and child has a master, as we write of, the Mississippi pilot had *none*.

The captain could stand upon the hurricane deck in the six orders while the vessel backed into the stream, and the boat was under way in the river, she was under the

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He could do with her exactly as he pleased, run her whenever his judgment said that was best.

His movements were entirely free. He consulted no one promptly *resented* the merest suggestions. Indeed the commands or suggestions, rightly considering that the boat than any one could tell him. So here was the novel monarch, who was absolute in sober truth, and not by age taking a great steamer serenely into what seemed all standing masterly by, filled with apprehension, but pe

His interference in that particular instance might have been to establish a most pernicious precedent. It was boundless authority, that he was a great personage in the marked courtesy by the captain and with marked deference deferential spirit was quickly communicated to the passengers their wishes in the form of commands. It "gravel" m request instead of launching it in the crisp language of

It is very apparent from the foregoing extract, that Mr. possessed as a pilot very largely, or that he was fortunate control of incompetent milk and water masters. *Proba*

There is no law of Congress, nor ever has been, which pilot.

When, from darkness of the night, or from any other run, he is authorized by law to lay the boat up, *and the* seldom will exercise that authority without consulting care to take the responsibility of laying a boat up, content and are willing to run when in their judgment it is not the responsibility, which is often done.

There was a short period before the war when pilots were

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in great demand, and a certain *class* of them took the extravagant wages, but often made themselves disagreeable. The captain, recognizing his situation, yielded temporarily sides to that situation and the captain's side was sure to

Good sensible pilots and those who desired to retain their authority never assumed the authority they did not possess, nor did they lose their boat.

To the few that took Mr. "Twain's" view of it, if they had not taken it from him when he lost that brief authority, they must have been waiting for years they have often been "graveled" since they have been making a request instead of launching it in the crisp language of a pilot.

But to resume the quotation: —

"Here is a conversation of that day: —

"A chap out of the Illinois River, with a little stern-wheeler on the Missouri River pilots: 'Gentlemen, I have got a pretty good one for about a month. How much will it be?'

"'Eighteen hundred dollars a piece?'"

"'Heavens and earth! You take my boat, let me have your money.'

I will remark in passing that Mississippi steamboatmen (and their own, too, in a degree), according to the dignity of the profession,

For instance, it was a proud thing to be of the crew of the *Turk*.

Negro firemen, deck hands and barbers belonging to the same grade in life, and they were well aware of that fact, too.

A stalwart darkey once gave offense at a negro ball in New Orleans. Finally one of the managers bristled up to him and said, "I want to know?"

The offender was not disconcerted in the least, but sweetly replied, "Which showed he knew was not putting on all those airs, you know mighty quick who I am."

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is. I want you niggers to understan' dat I fires de middle finger at you.

That was sufficient.

"My reference a moment ago to the fact that a pilot's pre-emptive reach of criticism or command, brings Stephen W. — a good fellow, a tireless talker, and had both wit and humor, independence, too, and was deliciously easy-going and dignified and even the most august wealth.



He always had work, but never saved a penny. He was the best every pilot on the river, and to the majority of the capt

He could throw a sort of splendor around a bit of haru almost fascinating — but not to everybody. He made a relieved from duty when the boat got to New Orleans. Capt. Z — almost shuddered at the name of Stephen.

Then his poor thin old voice piped out something like

Why bless me, I would not have such a wild creature c world. He swears, he sings, he whistles, he yells, I ne night, it never made any difference to him. He would but on account of devilish comfort he got out of it. I r fetch me out of bed all in a cold sweat, with one of tho being. No respect for any thing or any body. Sometim he played execrably. This seemed to distress the cat, an where that man and his family was, and reckless; there believe it or not, but as sure as I am sitting here, he br at Chicot, with a rattling head of steam, and the wind officers will tell you so. They saw it, and, I tell you, s those snags, and I a shaking in my shoes, and a prayi pucker up his mouth and go to whistling. Yes, sir; w night, can't you come out to-night, can't you

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come out to night,' and doing it as calmly as if we we corpse. And when I remonstrated with him about it he to run in the house and try to be good, and not be medd

Once a pretty mean captain caught Stephen in New Or laid steady siege to Stephen, who was in a very close pl \$125 per month, just half wages, the captain agreeing i contempt of the whole guild upon the poor fellow. But Orleans, before Stephen discovered that the captain wa had been told. Stephen winced but said nothing.

About the middle of the afternoon the captain stepped c looked a good deal surprised. He glanced inquiringly a placidly, and attending to business. The captain stood twice seemed about to make a suggestion, but the etiq rashness, and so he managed to hold his peace. He cha his apartments.

But soon he was out again and apparently more perplexed reverence, "Pretty good stage of the river now, is it no pretty good stage." "Seems to be a good deal of current than a mill race." "Is it not easier in near shore than it but a person can't be too careful with a steamboat. It is you can depend on that," The captain departed looking

of old age before getting his boat to St. Louis. Next day standing faithfully out in the middle of the river, fiddling and whistling the same old tune in the same place and shore was a slower boat slipping along in the easy water of the island chute; Stephen stuck to the middle of the river. "Mr. W —, don't that chute cut off a good deal of dis-

"I think it does, but I don't know." "Don't know! We

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isn't there water enough to go through?" "I expect there is odd! Why those pilots on that boat are going to try as they do?" "They! Why, they are \$250 pilots. But do you can afford to know for \$125." The captain surrendered. He showed the chute and showing the rival boat a two hundred and

"Most of the pilots and the captains held Stephen's notes. Stephen never paid one of these notes, but he was very prompt every twelve months.

Of course, there came a time at last when Stephen could no longer be obliged to lay in wait for new men, who did not know anything of young Yates. I use a fictitious name. But the real name was a graduate as a pilot, got a berth, and when the month was up he had \$250 in crisp new bills.

Stephen was there. His silvery tongue began to wag, and his hands.

The fact was soon known at pilot headquarters, and the pilots were large and generous. But innocent Yates never suspected that the end of the week was a worthless one.

Yates called for his money at the stipulated time. Stephen paid him a week. He called then, according to agreement, and came back with postponement.

Yates haunted Stephen from week to week to no purpose. Stephen began to hunt Yates. Wherever Yates appeared, Stephen was there; whenever Yates saw Stephen coming, he would turn around and have had company. But it was no use. His debtor would run

Panting and red-faced Stephen would come with outstretched hands in conversation, shake both of Yates' arms loose in their sleeves. "I saw you didn't see me, and so I clapped on all steam for you are! There, just stand so, and let me

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look at you. Just the same old noble countenance; (to Y just good to look at him! ain't it now? Ain't he just a panorama! That's what he is; an entire panorama. And seen you an hour earlier.

For twenty-four hours I have been saving up that \$250 waited at the Planters' House from six yesterday evening food. My wife says, Where have you been all night? I all my life I never saw a man take a debt to heart the way it? She says, Do go to bed and get some rest. I said, no. So I set up all night and this morning out I put and the the "Grand Turk" and had gone to New Orleans. Well so sick, and began to cry. So help me goodness, I could out, cleaning up with a rag, and said he didn't like to seemed to me as if the whole world had turned against coming along an hour ago suffering, no man knows \$250 on account, and to think that here you are now, and standing here on this ground, on this particular brick remember it by — I'll borrow that money and pay it over. Now, stand so, let me look at you just once more."

Bogart's saloon was a great resort for pilots in those days.

They met there about as much to exchange river news as was there too, but kept out of sight. By-and-by when a Stephen suddenly arrived in the midst, and rushed forward to see you. Oh, on my soul, the sight of you is such a

"Gentlemen, I owe all of you money. Among you I owe I intend to pay it, every last cent of it. You all know why to remain so long under such obligations to such patients

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friends. But the sharpest pang I suffer — by far the sharpest here, and I have come to this place especially this morning found a method whereby I can pay off all my debts, and announced it.

"Yes, my faithful friend, my benefactor, I have found *all* my debts, and you will get your money."

Hope dawned in Yates' eyes. Then Stephen beaming beamed added: —

"I am going to pay them off in alphabetical order." Then

The full significance of Stephen's method did not dawn for two minutes. Then Yates murmured with a sigh: — "any further than the C's in *this* world, and I reckon after the next one, I will still be referred to up there, as 'that poor

the early days."

These fictitious names that are introduced by "Mark T. on the Mississippi, so clearly illustrate the character of and New Orleans' trade will recognize, that they are quite inimitable burlesque writer than for the literal occurrences are not alone found on steamboats, but in every walk in Stephen, more familiarly known as a "dead beat."

The cases referred to are clearly taken from real life, although recognized by some confiding Yates.

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## Chapter LXVI. Pittsburgh Coal T

During the week which followed the rise in the river in from the landing on the opposite side of the Monongahela about 75 boat loads of coal — carrying 245,000 bushels — the same quantity came down from the country along the river and shipped south from the Monongahela and from the mines about \$100,000."

### COAL TOWING AND COAL TRADE.

In the New Orleans *Times-Democrat* of 1883 the following floating coal on the Ohio and Mississippi rivers is given:

### THE JOSEPH B. WILLIAMS — HER CHAMPION DATA IN CONNECTION THEREWITH.

"The Joseph B. Williams, that arrived at Bayou Sara at that point, brought from the Ohio the largest tow ever of boats and one barge of coal, left at the mouth of Red River 700,000 bushels; a barge of hay, and a barge of fuel; — amounted to 30,000 tons. An idea of the magnitude sent by railroad, 2,000 cars would be required for its haul, and which, if hitched together in one continuous the coal was heaped in a pile, it would cover a space 300 Williams has been distinguished for being the largest handling successfully great tows. On her last trip up she remarkable time of four hours thirteen and a half minutes topped the pinnacle of her fame by bringing down the Williams belongs to the Grand Lake

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Coal Company, for which Messrs. Desforges, Montague connection with this same subject we present some facts

THE EARLY HISTORY AND DEVELOPMENT is very obscure. It appears to have been used by the ancient



Cyclopaedia says: "The first notice we find in official records of the first country in which the mining of coal became a business, is in the cart-loads of 'fossil fuel' by the Abbey of Peterborough. The first mining operations is found in the books of the Bishop of Peterborough, which were issued for mining 'pit coal,' a term since common to all coal."

**THE FIRST MINING AND USE OF COAL IN THE WEST**  
The first mining of which we have record, was in 1811, and is as follows:

The attention of Robert Fulton and his friend, Chancellor Livingston, to the Hudson River, was turned toward the great rivers of the West. In April of this year (1811) they made an arrangement with the proprietors of the rivers and make an exploration of them for the purpose of determining if steamboat navigation or not.

Mr. Roosevelt surveyed the rivers from Pittsburgh to New Orleans, and was decided to build a steamboat at this time. This was done by Mr. Roosevelt, and in the course of the year 1811 the first steamboat left New Orleans and intended to ply between the city of New Orleans and Pittsburgh. On the 1st of October it left Pittsburgh upon its experimental voyage.

Upon his first voyage of exploration Mr. Roosevelt had explored the rivers below the falls of the Ohio. He took with him upon this voyage a quantity of the coal mines, intending to take enough to make the coal steamboat.

The first coal fleet to descend the Mississippi on record was built at Bon Harbor, three miles below Owensboro, 1811. It was 100 feet long, fifteen feet wide, and loaded to

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draw four feet. This coal was sold to the Labranche sugar plantation at Red Church. One of the men who helped to build these boats was Capt. George (Natural) Miller, now running the Sugar plantation at Red Church.

The first coal to arrive in this city in tow of a steamboat was the Crescent City. Mention was made of its arrival by a paper published in the Crescent City, Capt. Cochran, arrived on Wednesday, the 1st, with a barge coke, in all 64,000 bushels. The Crescent City was built at New Orleans and is consigned to Mr. C. A. Miltenberger. She brings a large quantity of coal and easily bring eight barges on a trip."

## SECOND TOW-BOAT WITH COAL AT NEW ORLEANS

The second tow to arrive here was ten barges of about 1000 tons each, the Guthrie, in April, 1854. The Guthrie was owned by Sir James Guthrie, and came through with her tow from Louisville in four days.

A statement before us, published in Pittsburgh, reports that the first coal of the river in November (1834) there was sent from the river from Jones' Ferry to Saw Mill Run about seventy

About the same amount passed down from the country total value of coal from the banks around Pittsburgh is increasing in amount as it becomes more generally used.

Some idea of how rapidly the consumption of coal has increased since 1860, may be had from the following paragraph from a report of the Board of Trade (May 5, 1883): "One thing is very certain, at the present rate of increase, Pittsburgh will have to shut down on such heavy shipping as it is now a manufacturing center."

In 1869 the coal shipments from Pittsburgh amounted to 10,000,000 bushels a day, over 25,000,000 bushels have been shipped."

Respecting the recent coal run from Pittsburgh the *Commercial-Gazette* speaks eloquently of the great facility and economy of the new mode of transportation.

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The first of the run of the 10,000,000 bushels of coal to arrive this evening, and the coal fleet will be arriving at Cincinnati of it is intended for this market; the balance goes to other parts of the country because of the fact that it cannot come in advance of the time of the voyage from Pittsburgh to Cincinnati. When the coal is usually made in about four days.

In these 10,000,000 bushels there are 360,000 tons. To store this coal on Fourth, Vine, Fifth and Race streets, it would be a fraction of an acre higher than the *Commercial-Gazette* office. It would be a fair sized farm — eight feet deep.

### HANDLING COAL BY RAIL AND WATER.

A comparison of the facility and cost of transportation by rail and water presents not only some interesting, but surprising results. It is estimated that it would require 24,000 cars to transport this 360,000 tons, fifteen tons, is the full capacity of the average freight car. The cars average in length thirty feet, and twenty-two cars would be 700 feet long. The 1,091 train line of 144 miles, which is only eight miles less than the distance from Pittsburgh by the Panhandle road.

The Panhandle road changes its freight locomotives at Cincinnati and its locomotives are used in the trip between Cincinnati and Pittsburgh. The changes of locomotives to haul the 1,091 trains. The Panhandle road runs 144 trains over its road daily if they were loaded and ready to start. It would take 144 hours for each train to pass between the two cities. It would bring as much coal to the city as is now coming on the water.

The cost of towing this 10,000,000 bushels of coal to Cincinnati at a cost of one ton per mile is considered as low as railroads can afford. The cost of towing Pittsburgh and Cincinnati by rail is 313 miles. Supposing

per

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ton per mile, each ton would cost \$2.35, and the 360,000 tons would cost more than the cost by river — nearly seven times as much.

### THE COAL TRADE.

"A writer upon the subject estimates that the bituminous coal is mined in the mountains surrounding the city, and from which her gigantic coal traffic is derived. The money value at five cents per bushel is nearly \$75,000,000, realized from sales of this coal annually for a thousand miles of the measures.

In 1817 the transportation of coal in flat-boats down the Ohio River to French Creek, where the mines were then located. These boats carried 200 bushels, lashed in pairs with ropes, and floated as far as French Creek by men.

With the increase of trade and the development of the coal industry, the method of floating the product to an equally growing market. The application of steam for towing purposes was made. This was first told by Colonel Thurston, one of the best informed citizens of the city. The events in which the city has been concerned during her history.

"The writer recollects well how the proposition to tow coal boats was ridiculed. The term 'crank' had been applied to those who were towing coal as a feasible thing were at that day spoken of as cranks. Conservative business men shook their heads wisely and said that if coal floated to market on flood waters, it did, to those acquainted with the spring and fall rises and the June freshets, seem a dangerous and unwieldy bulks of coal in flat-bottomed, box-shaped boats. But in 1845 Daniel Bushnell began towing coal boats, called the Walter Forward, making a trip to Cincinnati with 2,000 bushels each. In the

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same year Judge Thomas H. Baird began towing coal boats, called the Harlem and two 'model' barges, bringing barges to the city. He began to tow coal to the lower markets with the steam tug, called the Black Diamond tow-boat to tow coal to Cincinnati. This date towing coal, as it was called, superseded altogether the old method.

### THE WALTER FORWARD FIRST COAL TOWING

"The term 'towing' is a misnomer, as the boats and barges are towed. Although this is an old song to Pittsburghers and Cincinnatians, it is interesting to be told that a tow, as it is called, is a group of barges, coal boats and flats, and from one to four fuel boats, depending on the trip. These boats are all placed in front of the tow-boat, and are securely lashed together, forming a compact mass abo

from 500,000 to 700,000 bushels, or about an average of seven acres of coal land, according to the size of the a day in the coal-boating stages of the Ohio leave the New Orleans, and there are now from ninety to one hundred \$30,000, employed in thus propelling coal, being the Forward with her three flat-boats, holding 6,000 bushels those who are not familiar with the terms of 'barge,' the trade term is, in which the coal is carried, a word of no interest. Coal boats are built 170 feet long by 26 feet wide at each end. They carry 24,000 bushels and draw 7 feet of coal to its point of destination, and go with the coal in 130 feet long by 25 feet wide, constructed somewhat similar and prow alike, having bottom planking of 3-inch thickness. The capacity of barges is about 13,000 bushels, and they draw

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cost from \$1,000 to \$1,100, and last from nine to ten years. Coal is sold, going by the technical term of 'empties' or only smaller, being 95 by 20 feet, and draw 4 feet of water in service, and carry 7,000 bushels. Flats are 90 by 16 feet and draw loaded 4 1/4 feet water, costing about \$400.

"A tow of coal made up of these various descriptions of eighteen barges, coal-boats and flats, with the tow-boat carrying 24,000 bushels, or 24,000 tons coal, represents a value of \$800,000 before stated, eight or ten of such massive islands, as floating the coal product of from 6 to 7 acres of coal land at Pittsburgh. The 'driving,' for such it almost seems to be, sinewy arms whirls and rewhirls the wheel that guides only those brought up to the trade are competent. Skill, ponderous bulk, borne along on a river at flood height, sweeps onward. Through narrow channels, round sharp corners, a misturn of the wheel, a failure of judgment, a miscast the pilot guides the tow, now backing, now flanking, but the pilot does his work. There is probably no such boldness displayed by the Pittsburgh coal tow-boat pilot. Watch the river with the little tow-boat of perhaps 90 to 100 feet long turning it round bends, flanking it past points, backing, but think of the old joke of the tail wagging the dog, a wonderful exhibit of skillful navigation, and thus handling a bulk of 30,000 tons, moving at a speed of from 12 to 15 miles an hour on the Ohio, and with perhaps not 5 feet to spare of channel

The coal thus transported down the river from Pittsburgh to the mouth of the Monongahela river that are stocked by fifty-nine

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employing the services of 8,860 hands, at annual wages of \$1,000,000, and an output averaging 98,580,000 bushels per year.



These figures are not precise, of course, being subject to "strikes," unremunerative markets and difficulties in the river; but the amounts stated form a fair average for the year productive up to their ordinary capacity.

The amounts passing the locks of the Monongahela Navigation Company of that stream and actually consumed in Pittsburgh and the West are given below. The following are statistics from the records of the company:

**STATEMENT, IN BUSHEL OF COAL AND SLAG,  
POOLS OF THE MONONGAHELA SLACK-WATER,  
FROM 1844 TO 1873, INCLUSIVE,  
NAMED.**

Year.	Busnels .	Year.	Busnels .
1844	737,150	1859	28,286,671
1845	4,605,185	1860	37,947,732
1846	7,778,911	1861	20,865,722
1847	9,645,127	1862	18,583,956
1848	9,819,361	1863	26,444,252
1849	9,708,507	1864	35,070,917
1850	12,297,967	1865	39,522,792
1851	12,521,228	1866	42,615,300
1852	14,630,841	1867	30,072,700
1853	15,716,367	1868	45,301,000
1854	17,331,946	1869	52,512,600
1855	22,234,009	1870	57,596,400
1856	8,584,095	1871	48,621,300
1857	28,973,596	1872	54,208,800
1858	25,696,669	1873	58,276,995

In addition to the coal produced along the Monongahela and the Allegheny rivers, the coal mines of the Pennsylvania and West Virginia railways diverging from Pittsburgh produce nearly 150,000,000 bushels annually, of which 60 per cent, is probably consumed by Pittsburgh and the West from the mines to interior Western markets. There are no other coal mines in Pittsburgh, so that it is impossible to state with precision how much of the coal mined in the West goes to other markets.

Concerning the effect of introducing natural gas as a fuel, Mr. J. H. P. Smith, a writer quoted as an intelligent writer, while on the subject of the coal resources, has to say: —

"At first it would seem to threaten a decadence of the coal

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trade. But it is not unlikely it may increase the consumption of coal lands around Pittsburgh and the returns therefrom. It may be supplanted coal as a manufacturing fuel at Pittsburgh, but not in the West of coal. The advantage in thus using gas is so great that the commercial manufacturing world would still require gas, even if coal heat. Ignoring the question of cheapness of gas or the near adjacencies to the well, the other advantages of gas are under a similarity of cost. The use of gas, whether of

being primary, its obtainment from such material as follows. Of all substances bituminous coal, and of all If artificial gas is to be had, the best quality and at the a vicinage artificial methods of conducting it there with gas long distances are not economical, and its natural or artificial propulsion so far seeming to add so much to fuel.

"The transportation of coal and its cost are fixed commodities. If exist coal can easily be laid down in proximity to the fire, therefore be made easily available at whatever point may be. The storage of the gas therein, cheaply transported, unlocks a value quite equal to the coal, remains for other fuel, and which result from the distillation of coal for the production of and skillful chemical handling and economical management is, therefore, very probable that while the use of natural gas at Pittsburgh, it will increase it in other localities, and that it is valuable. For the carriage of coal, water highways are preferred by which the coal trade of Pittsburgh reaches the West. The tonnage is wanted in interiors where the rivers do not reach.

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railway transportation to be cut off, and such carriage

### THE COKE TRADE.

The coke business of Pittsburgh depends for its supply on the amount of this article is produced in the city itself. All the offices here, however, and their financial transactions are on a house returns. The Connellsville coke has made Pittsburgh a product is in demand all over the United States where no

The first market consignment of this coke to a distant market aggregating 1,600 bushels, were taken to Cincinnati. The cost \$7,000,000 in plants alone, and the annual product totals 4,000,000 tons. Specifically the business engages 77,000,000 10,788 ovens, consuming annually in average years 180,000,000 and the wages disbursed amount to over \$4,000,000,000. It is another stable commodity, with the current market price of the output would be \$6,000,000.

In summing up these subjects of coal and coke, and the fact that they mine their own coal, there are, in all the divisions of the world, hands, at wages amounting yearly to \$11,150,000; the cost of the lands, is \$12,000,000, and the sales reach about \$25,000,000, 17,200,000 tons mined annually.

Of this enormous aggregate fully 40 per cent, finds a market on transportation lines far more cheaply than would otherwise

### THE RIVER INTERESTS.

Upon this material subject, as related to Pittsburgh traffic, an officer of the Pittsburgh Chamber of Commerce says

"Steam towing on the rivers of the United States has been the life of the river trade, threatened with almost extinction by the competition of the railroads. Forth hundreds of millions of tons of coal, iron, and goods

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and Mississippi Valleys. Her position in commerce has been largely imposed upon the transportation charges in this vast territory.

As an example of what is claimed, Mr. Follansbee cites Jos. B. Williams, that left Louisville for New Orleans containing 600,000 bushels of coal, or 22,800 tons, by the Great Eastern and without parallel in the transportation of this immense tonnage from Pittsburgh to New Orleans at a cost of 4 cents per bushel, or one-twentieth of 1 cent per ton. He remarks, "would bankrupt any railroad in the United States."

In 1881 the boating interests of Pittsburgh were represented as follows:

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163 steam passenger and tow boats  
45 model barges  
1,500 coal-barges  
500 coal-boats  
1,000 coal-flats

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3,208 vessels, with tonnage of  
Capital invested  
Hands employed  
Freight earnings during the year

Since the year named, with the exception noted below, no special report, no precise figures have been preserved of the port list of boats at Pittsburgh for the year 1866 for comparison. The report of the port registers the barges, boats, and flats in 1884, however, places the tonnage of Pittsburgh in this year at 1,200 coal-boats, and 900 flats, valued at about \$7,000,000, which vary much from the present tonnage of these transportation interests. Pittsburgh shows 163 steam vessels registered, having a value of \$9,740,000, 3,500 hands, and producing revenues of \$1,500,000.

The completion of the Davis Island Dam, at Pittsburgh, Pa., is a city. This work has cost the United States Government \$1,000,000 deep, covering an area of

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1.62 square miles, sufficient for the harborage of over of this dam is 600 feet, with a width of 110 feet, thus world.

From the date of the construction of the New Orleans, been an important feature in Pittsburgh's industrial career. It has been turned out from her shops and boat-yards weekly for the last with the year 1842. During this period not only have a draught been built for foreign river navigation, but for the Western waters has been constructed here. Steamboats are turned out at these yards requiring only a draught of 2 feet to make handsome profits at half the tolls customarily charged.

For Pittsburgh alone it is estimated that the average tonnage of coal and coke in tows is 5,500 per half trip.

**REPORT FROM CHAMBER OF COMMERCE.**  
Approaching the subject of Pittsburgh's carrying trade, a classification, and direction of shipments for a series of years owing to the lack of procurable definite data. The only character is that made for the year 1881 by Superintendent of Pittsburgh, in a report upon the "Commerce, Industries of Pittsburgh," published as an appendix to the Report of the Department, on the internal commerce of the United States.

Mr. Follansbee says: —

"The shipments from this city to points below, reaching the year 1881, we find to be:

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Coal and coke, 75,000,000 bushels, or

Shipped by Saint Louis lines:

Steel rails

Bar-iron, sheet-iron, splices, glassware, etc

By Cincinnati, Portsmouth and Louisville boats:

Shipments composed principally of iron, steel, nails, &c

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## **Chapter LXVII. Beacon Light Service**

BY an act of Congress approved June 23d, 1874, the jurisdiction was given over the Mississippi, Missouri and Ohio Rivers, for the establishment of beacons and buoys as may be necessary for the use of vessels.

The rivers were divided in two districts. The 14th, from



from St. Paul, Minn., to Cairo, Ill., and Missouri River beacon established on the Mississippi River was on the 1874. The work in the 15th district was then in charge of the 15th district was in charge of Commander Jos. Fyffe, U. S.

The work in the 15th district coming more directly under the supervision of any disparagement to other inspectors that, after numerous years of experience and pilots generally, Commander Wallace soon overcame all difficulties. His most important aid to navigation fully recognized as in

On April 1st, 1876, the boundaries of the two river districts were changed to Pittsburgh. The 15th, from St. Paul to New Orleans, and the 16th, from 1887, owing to the great increase of the number of lights on the river, dividing the 15th. The territory of the 16th being from

Since 1874 there has been added the Great Kanawha, Tennessee, and other rivers which are now well lighted.

The number of stations in the different streams are as follows:

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Mississippi River from St. Paul to Cairo  
Mississippi River from Cairo to New Orleans  
Mouth of Red River  
Ohio River from Pittsburgh to Cairo  
Kanawha River  
Tennessee River  
Illinois River  
Missouri River  
Total number of stations on Western rivers

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The lighting of Western rivers has been under the immediate supervision of the U. S. Light House Service for that purpose. Their work has given entire satisfaction and has prevented them from establishing as many beacon lights as they could. The dangerous crossings and navigation is made comparatively safe.

Frequent trips are made over the territory of the different districts. The stations moved to suit changed channels, keepers paid, and other necessary expenses are provided for.

The appropriations for this service have been increased from \$50,000, the last one in 1888 was \$225,000.

### COST OF EACH BEACON LIGHT.

It is estimated that it costs a little less than \$10 each per year for the maintenance of the light, and the cost of the tender for visiting the different stations.

There are 1,226 stations in the three districts. If those which are now unlighted were added to those which need more lights, it would be the service on the Missouri; but it requires an act of Congress to provide for it. Congress from that State would object. For as long as

navigation of the stream, to be consistent, they must be virtually abandoned by steamboats, without any probability upon it again.

All who know anything practically of navigation are navigators, and especially in dark stormy nights and squalls affords under such circumstances to the anxious officer

Going down the Mississippi with a deeply laden boat, at night, with the leadsmen crying no bottom — deep four twain, quarter less twain, nine feet, with every optic service on one side, and a snag on the other, and the *beacon light* so near of mind to appreciate its illuminating power when it is never managed to get along without them. And yet, if there is to be, or for any reason the keeper has failed to light up

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delayed in its constant rounds, the complaints are long system, etc.

And yet all are ready to admit that no other adjunct to the money invested that this has. Still the system is by officers in charge are always above criticism.

The following quotation from the *New Orleans Times* with interest and is undoubtedly a just criticism: —

### THE BEACON LIGHT SERVICE.

*To the Editor Times-Democrat.*

Next to the work of improving the channels of the river the greatest aid to better and safer navigation given by the Light Service. An ever present and true monitor, they are of use at the time of floods as well as low water, and turning night into safety. But like the fickle river, which brooks not to progress to the sea, the beacon that assures safety as well as their station can no more be fixed than can the current and in acknowledgment of this is not only the fact that changes of locality that may have become necessary is not only but the further fact that Congress, at its last session, has recognized and increasing needs of the service might be therefore Congress was guided almost solely by the estimate of proper maintenance, and while it was surely expected that spent, it was just as surely intended that its disbursement of the service, limited only by honest judgment, and with economy. And this leads me to speak of an act of omission of O'Kane, of which it is to be earnestly hoped his successor will not prove guilty. Lieut. O'Kane, while a conscientious idea that, happen

what might, his expenditures must remain well and so invariably did he live up to that idea, it is said, that the year before last he spent \$10,000, and last year \$5,000, a result the fruit of impairment of the service in two ways at least.

1. Because when the necessity of another and new light was placed there at once, that overruling fear of such an expense called for increase in the number of lights, one would be established instead at the new locality; thus happily though at the expense may be of some other locality; as new and additional lights are needed from time to time to replace them, but we don't want to spend it, and, therefore, you go from place to place, to get along with what you have. 2. Year to year the lie is given to the estimates upon which appropriations are given to Congress in cutting them down because of the amount asked for will not be needed. This, I believe, is not the way we should proceed. I am certain the exigencies require, and if any one will to make an appropriation for a specified object, contemplated or wanted, if Lieut. Bridgman would do justice to himself and to the memory of his predecessor in this particular, and be guided and controlled by the means at his disposal.

Respectfully,  
PILOT.

## Chapter LXVIII. Upper Mississippi

(From Sharf's History of St. Louis.)

"The St. Louis & Keokuk Packet Company was formed in 1843. The De Witt and Yateman were the principal stockholders. The De Witt was purchased at a cost of \$16,000, and started on her first trip to Keokuk in the fall of 1843.

"In the spring of 1843 she commenced running regular trips on a daily line, except Sundays, which continued through the summer.

"During the following winter the Laclede was built and in the spring boats they opened the season of 1844, and secured a comfortable and profitable trade.

"During this season an opposition line was organized by the De Witt, Wayne, and the Edward Bates.

"They continued to run until mid-summer, when the De Witt and Bates, a fine new boat was purchased by the old company.

"In the spring of 1846, the Lucy Bertram, a new boat, was built.

"In 1850, another Di Vernon was built at St. Louis, at fabulous at that time for a steamboat.

"In the spring of that year another opposition line was England and Mary Stephens."

The two lines continued nearly throughout the season. day evening, side by side doing the best they could, and carrying freight and passengers at any price they could get. Some \$50,000, when the opposition was withdrawn, buying the New England.

The Jennie Deans was built in the summer of 1852, and was burned at the wharf about six weeks after she was

In 1853 the Westerner was built, and another Kate Kern. From time to time

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Sam Gaty, Keokuk, Quincy, Ben Campbell, Prairie State, Lind, Connawago, Winchester, York State, Thomas

In 1852, the company established a line from St. Louis to Quincy, daily, except Sundays. They were known as the

The eminent success of this, the first organized packet line, was great, and the result so satisfactory to the owners and the public, that it was organized, not only on the Mississippi above St. Louis, but on the most navigable rivers in the valley.

While the Cincinnati & Louisville Mail line antedated the latter by many years, such was the popularity of the latter, that it was the success of the former, which was established in 1818.

### POPULARITY OF THIS LINE.

The regularity and promptness with which it started from St. Louis, and was so satisfactory to the public and its patrons, and its custom, of delaying departure for hours after the advertised time, rapidly into favor, and its patronage was unprecedented. It was the commercial interest of St. Louis, and for the settlement of the valley through which it run, than all other causes combined.

The stockholders of this company, of whom John S. ... were the *brain power* and the energy for the whole, were equal to the task. It was provided with the best boats, and managed in such a way that until the stock of the Keokuk Packet company was cornered for sale for several years

The extinguishing of Indian titles, and the opening of



emigration, and the rush to the Upper Mississippi, at that time, or a little earlier. The result was a rapid increase in the trade on the Upper Mississippi, and while for several years a profit was made, it exceeded the demand, as it usually has in all steamboat

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Before attempting a description of the various packet companies, we will refer to this part of the river before any companies were

The Keokuk trade was recognized as such, many years ago, and a company was organized.

All early settlers, as well as old boatmen, will remember the Keokuk trade. Capt. Cameron; the Boreas, Capt. Fitheon; the Knickerbocker, and many others, are forgotten.

### BOATS AND BOATMEN ON UPPER MISSISSIPPI

There were also many boats running above the rapids from the Warrior, Capt. Throckmorton; the Winnebago, Capt. Harris; the Pizarro, Capt. Smith Harris; the Rolla, Capt. Croix, Capt. Bersie; the Illinois, Capt. McCalister; the Smith; the Brazil, the Irene, the Lone, the Time and Tide, and many others. Stimulated by the success of the Keokuk business in spite of the effort made by so large a number to divide it, determined to organize into companies, and in the same manner.

The result was the formation of several companies in the route from Galena to St. Paul, known as the "Galena, Dubuque & St. Paul" line. Minnesota was then the great point of attraction for immigrants, and it just came into notice, which gave to this company an opportunity of building boats to accommodate their trade, and could not

They bought everything that offered, that was at all suitable for boats in one season, the largest and finest that had ever been built for Keokuk packets.

Soon after this organization, or about 1857-8, the boatmen decided it was necessary to do something to protect their interests existing between them, and decided to make a joint arrangement for stated days — dividing the time and the business as justly as possible. As it was, there was some

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ten or more boats included in this arrangement, which was a *stock company*, known as the Northern Line Packet Company. Capt. Thomas H. Griffith, Secretary and Treasurer. It was successful for several years through from St. Louis

Keokuk, during low water, they divided their boats at Paul, and a part from Keokuk to St. Louis. Thus affected commerce of the Upper Mississippi, as could be expected from improvement of the upper rapids.

These important improvements added greatly to the fact of an inducement to increase the size of boats, and to run

About that time, or in 1864, CAPT. WM. F. DAVIDSON engaged in running to St. Paul from La Crosse, and from what was known as the North-west Union Packet Co., and other companies that had been driven from their respective trade to his boats through to St. Louis. Thus becoming an active Northern Line Co., and also of the Keokuk Co.

But in 1868, the Northern Line and the North-west Union all ran under the joint arrangement, and ran through to St. Louis and Thos. H. Griffith, Secretary.

There was some twenty boats and many barges belonging to the fine boats and they proved strong competitors for the business. In season a compromise was effected with the Keokuk Packet Co. created, which was known as the "Keokuk Northern Line" and \$750,000 made up by the aggregation of the appraised stock. McCune was made President, and T. H. Griffith, Secretary.

It was an immense corporation, and with much more stock than Mr. McCune lived, the company was so well managed

Although the depreciation of so much idle stock, and

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competition with railroads that had now reached almost the new company with annihilation sooner or later. It probably was the new company.

Unfortunately Mr. McCune died about that time or in

Soon after his death a serious difficulty arose about his candidate for the succession. But the mantle from Mr. McCune finally thrown upon the shoulders of Darius Hunkins, Secretary of Northern Line Company.

But from that time to the death of Capt. Davidson and other large stockholder, and always a director, the company ran for years, sufficiently long to absorb the value of a company of Keokuk Northern Line at the time it was closed out.

Here were two agencies, either of which was quite sufficient

steamboat company at work, to destroy one of the most beautiful on Western waters — a *bitter feud* between stockholders of the *railroads* on the other, and the result was as it always is

In 1881, the ST. LOUIS & ST. PAUL PACKET CO. was organized by the Keokuk Northern Line Company, Wm. F. Davidson, capital of \$100,000. It still continues, 1889, to maintain in conjunction with a line known as the "Diamond Joe Line" attached to the numerous Upper Mississippi Packet Companies, the boast of the whole Mississippi Valley, as well as of the beautiful river, seems to have passed under a cloud, and is the overpowering influence of railroads.

But those who are familiar with the picturesque scenery so beautiful of all American rivers, will never believe it will be abandoned by summer travelers and tourists, unless the navigation should be rendered impossible by the multiplication of railroad bridges as to render steamboats

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In 1880, the "St. Louis & St. Paul Passenger and Freight Line" was organized in Wisconsin. The general office was located at La Crosse, Wis. Lafayette Holmes, Secretary. Its boats were of large capacity and did a large business.

### DIAMOND JOE AND OTHER LINES.

The Diamond Joe Line was established in 1867 by Joseph Reynolds, principally in handling his own freight, at points on the Mississippi. He continued to increase his stock, by adding boats and boatsmen, and became a successful competitor for a large proportion of the trade between Dubuque, with Joseph Reynolds manager and owner and

The Eagle Packet Co., originally the St. Louis & Alton Packet Co., carried its business to Clarksville, 75 miles, further up the Mississippi. It was engaged in towing rock, railroad ties, lumber, etc. Capt. Will Reynolds, Manager; principal office, Alton, Ill.

The St. Louis & Alton Packet Co. was one of the first steamboat lines and has been continued under numerous administrations. Before the railroads from Alton to St. Louis, the trade was largely carried by the fastest boats running to St. Louis were in the Alton trade.

### MINNESOTA PACKET COMPANY.

The following concise history from Capt. K. Blakeley, one of the organizers of the famous Minnesota Packet Co., embodied in a book, steamboats and individuals still living, that a more detailed history would prove of interest, and serve to awaken pleasant recollections of the history of this great industry.

While many of the prominent actors have launched the steamboats that remain may remember with much satisfaction the

the existence of the world-renowned Galena, Dubuque :

This Company was organized June 8th, 1847. During to Cincinnati and bought the steamboat Dr. Franklin v

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river from Galena to St. Paul in the spring of the year clerk.

In the spring of the year 1849, the steamer Senator, Capt. Nominee, Capt. Smith, replaced the Senator. In the fall River and built the steamer Ben Campbell, which was bought some other boats for freight and low water pur

During the years 1850-1-2 and 3, Capt. D. S. and R. S. Newton, Dr. Franklin No. 2 and some other boats in w from Galena to St. Paul. The business was regarded a every one in Galena, Dubuque and St. Paul took sides v contest.

In the fall of the year 1853 the interest of all was consoli Packet Company, Capt. Orrin Smith, President, and year 1854, the business opened with the following boats Captain R. Blakeley; War Eagle, Captain D. S. Harri Arch, E. H. Gleim.

The War Eagle and Galena were new boats which were and 1854, and were regarded as the best boats for high They were about 225 feet long and 27 or 28 feet beam, a pride of the owners and patrons.

In the summer of 1855, the beautiful new packet North the list and proved a very popular and profitable additic

During this season the Illinois Central Railroad was c and the packet Company made an arrangement, to run morning and evening.

On the opening of navigation in the year 1856 the line Packet Company, and the following boats composed th Kennedy Lodwick; Northern Belle, Capt. Preston Lody Franklin, Capt. M. E. Lueas; Ocean Wave, Capt. E. J Granite State, J. Y. Kurd; Alhambra, Capt. W. H. G

Royal Arch, Capt. J. J. Smith, and Greek Slave, Capt

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Cephas Goll, ran to Rock Island to connect with the C



of immense emigration and proved a profitable as well as a temptation to the people of Dubuque to be resisted and Farley as manager, bought the Fanny Harris, Capt. Johnson, and run during the seasons and they also made contracts to 1857.

**GALENA, DUNLEITH & MINNESOTA PACKET CO.**  
The Galena, Dunleith and Minnesota Packet Co., had the year 1857.

During the winter of 1856-7 the parties interested in the the Dubuque Co., formed a new or consolidated line for Galena, Dubuque, Dunleith and Minnesota Packet Co. Secretary, and R. Blakeley, General Agent at Dunleith.

The new boats arrived early in the season and were as follows: Light, Capt. Preston Lodwick; Milwaukee, Stephen F. Whitten. The Grey Eagle was 250 feet long and 35 feet beam. The Northern Light was 240 feet long and 35 feet long and 35 feet beam. These boats were very light and were in all respects the best boats of their size and class.

During the fall and winter of 1856-7 an arrangement was made with the Railroad to put on a line of boats, to run in connection with the Railroad to be called the Prairie du Chien and St. Paul Packet Line. Itasca, Capt. David Whitten; Ocean Wave, Capt. E.

In the summer of 1858 a line of boats belonging to the Railroad in connection with the Milwaukee & LaCrosse Railroad; another composed this line.

The boats above named continued to run on the river at Dubuque until 1862, when the property was sold and the Galena, Dubuque Packet Co. dissolved.

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Among the many and popular clerks who were employed on the boats mentioned: John H. Mateland, John Brooks, A. L. Moore, Geo. H. Hamilton, Ed. Halliday, Chas. Hinde, Chas. H. Beard, numerous to mention.

## Chapter LXIX. Early Steamboat

Among the first of which there was any regularity mentioned: Tiskilwa, Daniel Hillman, Wyoming, Sygnet, LaSalle, Beardstown, Moves tar.

Later they were succeeded by a little larger class, among which Lehigh, Mountaineer, Planter, Eureka, Kingston, O

State, Illinois.

Until 1835 there was but few boats on the Illinois River. New Orleans would go up for a load, and a few ran irregular advertisements were continued from day to day in the papers.

Among such boats may be found the names of Criterion, 1833, Lady Jackson, Wisconsin, Cold Water, Utility, Banner, Winnebago, Adventure, Illinois, in 1835.

### NAPLES PACKET COMPANY.

This company was organized in 1848 by [E. W. Gould](#), Mather, Lamb & Ridgeley, of Springfield, Illinois, on the River, and in connection with the Sangamon & Morgan River, Naples. That was among the first railroads in the West.

Afterwards it was relaid with the ordinary T rail, and finally to the State line, and the name changed to Great Western.

The packet company was organized with two boats, the light draft side-wheel boats, each boat making three trips a week.

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It was soon apparent the trade would not support two boats and returned to the Upper Mississippi, where both boats were. The Tide was continued in the trade for several years, until speed and capacity.

The Niagara was purchased by the company and ran for built by the company called Cataract. As this was the only State to St. Louis, except by stage, it soon became very frequent accessions in the capacity of the boats was necessary.

### THE FIVE-DAY LINE.

About this time, or in 1852, what was known as the "Lake Route" between St. Louis and La Salle, the head of navigation, on the Illinois and Michigan Canal."

This was rendered necessary to accommodate the rapid growth of the West, a large portion of which selected the "lake route" then of great capacity for passengers, and very elegant.

The canal was provided with packet boats which were for passengers, and would accommodate from 75 to 100 passengers. This was a great improvement over stage traveling, especially in winter, proverbially good.

This route soon became popular and the patronage of the

railroad facilities were such as to furnish more direct:

This line was owned by individual companies, each by some of the finest and fastest boats of that day engaged to LaSalle, by some of them, has never been excelled on of the Mississippi.

The familiar names of Garden City, Amazon, Catara Lettie, Alma and others, belonging to that line, will as days, and canal-boat experiences, in many who still suffer *collisions*, etc.

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The name of "*five-day line*" originated in the fact that the custom of all boats in that trade, and it was a great improvement to five days, and it was only through great persuasion by the older navigators. But it was in accordance with the inevitable.

The Naples Packet Company saw the necessity and the value of the river, and at the risk of its own trade, joined in the through trade, adding two of their own boats to the th

A few years of railroad competition destroyed the fame of the line, except the Naples packets, and only from their connection with it would probably have succumbed long years since. But on the river, it still lingers under another name, as it has long since. When government comes to its relief, by completing the improvement, it will yield its remaining business to the g

Captains Rogers and Abrams are the only members of the line who were occupied in the old company for near forty years. Their names are recognized as the principal factors in the Naples Packet Company, and would hardly be identified.

In 1858 under the general incorporation act of the State of Illinois was organized. D. J. Hancock was elected President and W

The stock was made up by a valuation of the several steamboats of the masters of the boats the names of Belt, Devinney, Rhoads, Russell and others will be remembered by the older citizens. These good boatmen commanding a good line of boats, deserving the improvement they introduced by a combination of what was an unsatisfactory manner of running their boats. After a long competition from the common enemy of all inland

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water transportation, the company succumbed and the

organization over which Mr. John S. McCune was elected Superintendent.

This organization had ample facilities, and was prepared for competition. But about two years was sufficient to satisfy the public, and would improve the navigation of the river, longer effort would be required.

About that time Mr. McCune died, and the Naples Packet Company promised to be one of the great arteries of the commerce of the West, a contribution to the trade of St. Louis.

### STEAMBOAT OTTAWA.

In Sharf's History of St. Louis, among other items recorded is the following:

"The steamboat Ottawa was the first boat built on the river, she was added to at Peru, and finished at St. Louis. She was of the class of keel-boats, and had a powerful engine; the design being to take two keels, and to be light, so that whenever there was seventeen inches of water she could pass St. Louis with one 100 tons of freight weekly.

Her length was one 100 feet, breadth, 20 feet, and she resided in Ottawa."

There is no date by which to determine the appearance of the "tow-boat" Ottawa, however, have been pretty early, as none of the present generation of "tow-boats" Ottawa.

As early as 1844, Capt. Samuel Rider, one of the most successful men on the Illinois River, built at Griggsville landing a sort of tow-boat, propelled by horses upon an endless chain. The boat had a shallow hold to stow freight in.

She was designed expressly to carry freight in low water, and she had no other, and the cook, the officers, and the clerk's office was carried in the captain's hat, and as the boat was built that early day, a chamber-maid was dispensed with.

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with. Later on when accidents on the rivers were more frequent, the Olitippa would doubtless have become very popular, as either cause on her.

She proved to be what she was designed for, a light draught boat. But when she drifted out of her home element into the Gulf of Mexico, without a rudder, or without power to avoid snags or rocks, she retired from the placid waters of the Illinois River to a more genial climate.

After the departure of the Olitippa the experience and the



construct two steamboats at the same place, (Griggs vi of capacity on shoal water that had been built up to that going sailor (all the way from Cape Cod), the model c although light, was well applied and the cabin finish a of the time, wherever built. The first one was called T

Capt. Rider was a careful, obliging commander and p how to relieve a boat in difficulty than he did.

He crossed the unknown river in 1881, leaving four da enemies. This can be said of but few men who so often boatmen on Western waters.

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## Chapter LXX. A Fast Age — Pass

Nothing so much interests the average American as ra nationality altogether either.

The fastest sailing vessel, even a merchantman, always excel in speed.

Then followed the clipper ships, which excited the adn speed.

Steam had no sooner been applied to navigation than th challenged to produce the best results in speed from a c

Then followed individual rivalry for the champions hi sail-boating attracted great attention, and the rivalry b order to test the speed of some of their favorites, voyag sums of money staked on the result of a yacht race.

In the meantime railroads have been developing rates of locomotion yet discovered, and the road that has the fa not so good a track or so good accommodations.

And antedating all these, was the ancient custom of tri The last named seems even to increase in interest, and f made than in former times.

In the *New York Evening Post* of May 23, 1823, the f and *Henry* is published, and while on the subject of fa be admissible, as no horse race in this country has ever did, and there is no record to show that so large a sum of any race.

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## REPORT OF THE RACE.

"Yesterday the match race between Eclipse and a Southern course.

It will be recollected that the gentlemen from New York and Washington City between Eclipse and Sir Charles of the 'Island course' for twenty thousand dollars (\$20,000) at the United States or elsewhere, and gave the Southern gentlemen of meeting to look around and name their horse.

The challenge was readily accepted, and the \$3,000 for which Eclipse declined to run the race, was deposited.

A number of horses were put in training for the occasion. Some of the Richards, were brought on from the South, who, it was known which of these two were to run the race was kept a secret. Henry stood to bring up the horse, when Henry made his appearance.

The doubts that had heretofore been entertained (and that Eclipse would pay the forfeit and there would be no race, vanished at the contest.

The hour of starting soon arrived, but such was the ice on the track near a quarter of a mile, both right and left of the judges, that the officers in clearing it. Nor was it effected without much delay.

About 1:10 o'clock both horses set off at the tap of the gun. They ran the whole four miles, and came in about a half-length ahead of the rider of Eclipse, a young man, whose name we do not know. The result of this heat was so different from the first that the mercury fell below the freezing point instantly. Bets 3 to 1 were loudly offered, but few takers. Time in winning the heat was 12:30.

## SECOND HEAT.

Time having elapsed for breathing the horses were again started. The result determined in

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the interim to change Eclipse's rider, a thing that has never been done. His old friend Proody, who was greeted with tremendous applause, at the word, went off. Henry took the lead, as in the first heat. At the third mile. Proody seized with a quickness and dex-terity that presented when appearing to aim at the outside he dashed and passed on to the left and maintained the ground until coming out about two lengths ahead. The air was now so cold that Proody forever, and as soon as he had been weighed, the result was determined across the course, in spite of all entreaties he could make.

The mercury in the sporting thermometer immediately after the race of Eclipse were now ready for anything that offered.

They proposed to bet even, but there were no takers. See had bet on Henry, but not accepted. Confidence was full.

Time on the second heat 7 minutes and 49 seconds.

### THIRD HEAT.

When the horses were brought up for this heat, a jockey on Southern courses for his great success, and whose name made his appearance and was announced as the rider of See had rode him in the former heats.

The course was once more cleared, and off they went, the race, coming in about three lengths ahead.

The air was now rent with shouts by New Yorkers and for a few moments that nothing could overcome it.

The whole course was blocked up by a solid mass of men and horses to the stand so the riders could dismount and be restored, the riders weighed and everything found correct, they marched off the course to the popular tune of "See the

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Thus has ended the greatest race that has ever been run and the challenge may again be repeated: "Long Island Eclipse

We hope, however, that Mr. Van Ransst, will never again to the benefit of his stock.

He has now proved himself beyond all cavil to be a horse of his country or perhaps any other at this time.

Time of third and last heat was 8 minutes and 24 seconds.

Thus the event has shown that the opinion of Northern men that size and bone are essential to strength and ought to be the top and bottom to be equal, must always win. It is supposed to be a fair field.

It was claimed that Henry carried 12 pounds more weight than being the regulation on the Union course. Under the usual conditions in the first heat.

About the time this race between Eclipse and Henry was being run the application of steam to navigation was beginning to displace the steamboats. From 1811 there had been built in the Valley of the steamboats, and they were rapidly increasing. One of the largest on the Western rivers, as well as on tide waters, was the speeder

The popular stage coach, the keel-boat and the barge, of the age and must be superseded. The principal question in steam navigation was how much speed could be obtained and every town and city where suitable timber could be built, and did build at least one boat.

Machinery was even brought from the East, and in some result showed a wonderful increase in speed, as may be seen.

In 1815 the steamer Enterprise made the trip from New Orleans in 18 days and 10 hours.

In 1817 the Washington made it in 25 days. The Shelby in 18 days and 10 hours.

In 1819 the Paragon made it in 18 days and 10 hours.

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Each succeeding year reduced the time, and in 1828 the Enterprise made it in 10 days and 10 hours.

In 1834 the Tuscarora made it in 7 days and 18 hours. In 1835 the Brown, Randolph, Empress and Sultana.

In 1840 the Edward Shippen made it in 5 days and 14 hours. In 1853 the A. S. Shotwell reduced it to 4 days 10 hours and 10 minutes.

Up to about this time everything designed to run on the river it began to be seen there were some other things to be considered by the stockholders. It was demonstrated that fast time was a luxury to the officers and crew and popular with passengers, but the business and other necessary contingents induced the boats to carry more capacity and less speed came gradually into favor. This was accelerated by the building of railroads, which at once became a competitor for freight.

With the exception of the few boats that have been built since, no effort has been made to secure speed at the sacrifice of safety between Louisville and New Orleans and Louisville, Cincinnati and New Orleans.

The same may be said on the Northern lakes, where great speed is not made in this connection.

### THE FASTEST BOAT.

The maximum of speed on the Western waters was produced by the M. White, as early as 1844. And it is questionable whether it was when it is recollected that several cut-offs were made in the great match race between the Robert E. Lee and the



An evidence of the White's superior speed is seen in the trips inside of four and one-half days each, and attended except on the one trip.

As a rule very little money was ever bet on steamboat races, often bet by the friends of either boat.

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In the race of the Lee and Natchez it is not known that presumed by some that as much money changed hands and Henry, as reported above.

Steamboat racing has never been popular with the traveler hence, very little racing has been done on the rivers and 1851. The principal objection urged by the public is the careful observation shows that to be an error, for the race observed by all on board when racing.

While a race or trial of speed is no longer heard of on inland time and the great speed of the ocean racers. A steamer to the standard, and is considered only second class in comparison with the traveling community.

Speed seems to be the great desideratum with "young and steamboats, fast railroad trains, the elements of the atmosphere to contribute to the speed of the distant message, while parts of a large city. Go on to the marts of trade anywhere of the city, and the impression arises at once in your mind.

Go into a country town about dinner time, and when the first thought is a fight or a fire.

Go to a place of amusement, night or day, and when the whole audience either live out of the city or in the remote up, such is the rush and anxiety to get on to the street.

Everybody and everything seems to be in a hurry, except loafers on the street corners of "retail streets" of a city.

No more striking contrast of this peculiarity in Young republic, Mexico.

There is no one in a hurry except the mule drivers on the

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## Chapter LXXI.

On the 9th of May, 1844, the *St. Louis Republican* m

"What has heretofore been merely the speculation of er brought within less than four days' travel of St. Louis

The J. M. White has been the first to accomplish this

The J. M. White left this port on Monday, April 29th and arrived in New Orleans Friday eve, 3rd inst., being trip.

She left New Orleans for St. Louis on Saturday, May and arrived on the 8th, having made the trip up in three nine days on the voyage out and home, including all de

The following are the runs up, from wharf to wharf, on Western waters: —

"From New Orleans to Natchez, 300 miles, 20 hours and 55 minutes; Montgomery, 625 miles, 1 day, 13 hours, 8 minutes; Cairo, 1,000 miles, 3 days, 6 hours, 9 minutes."

The time of the J. M. White was not excelled to St. Louis hour, 49 minutes, and the Robert E. Lee, in 1870, through Memphis and at other points below, the difference was

The race between the Lee and the Natchez, at least as far From fog or some other cause, the Natchez claims to l

The claim that the Lee was assisted by the Pargoud wh their subsequent runs. The 26 years that elapsed between and the time of the Lee and Natchez

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(1870) had made so many changes in the river, in the c in the size of the boats and in the different stages of w Running against time does not test the speed of steaml affect the former, that the only way to determine the re at least the same day.

So far as the record goes, the most remarkable feature trip in. It shows not only fast time for the boat, but fa the officers. It has never been excelled nor equaled by se Orleans and return, handling 600 tons of freight on th steamboat.

The stage of water has so much to do with making fa weather, that the boat striking both will show a far be

fortunate.

Probably there has been no year since 1844, the time the continued high so long. Agreeable to my recollection it although it was not until later in the season, about the Louis. But it was high all the season, and more favora

The subjoined tables, although not supposed to be abs interest by many who still survive the wreck of time an connected with, as well as by those who still remember *trip* by a favorite boat, to say nothing of the thousands bet large sums of money on the *wrong boat*.

While making quick trips was always an expensive lu travel on the rivers of the West, it was generally thoug officers and of owners to beat the time of some other b hope of increased profits.

The charges so often made, especially in the East and a reckless steamboat racing on Western rivers, had very have ever occurred during a race

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or a trial of speed against time for the most obvious re his duty, and when such is the case comparatively few

A proverbial fact on our rivers is that, as a rule, the fa years the effort has been to build them for general capa

### CONVERSE VS. SWAN.

An anecdote in point is told of Capt. J. C. Swan, one o remaining old boatmen of the West.

There had existed for some years a commendable rival speed of their respective boats.

Capt. Converse had always managed to have the fastest accident, I think, perhaps the first Alex Scott, when h White, which had then established a record of being t After running her a few trips, Capt. Swan remarked to

"Converse has often beaten me in the speed of his boats as when he sold me the White."

Among the races of former years none was more famo Diana, from New Orleans to Louisville, about the year steamers were engaged in the trade from Louisville to latter city fully laden, take enough freight for ballast a back to Louisville for another cargo. They kept out of

leaving Louisville on different days, but sometimes it on the same day. The Baltic and Diana left New Orleans Frank Carter, afterward superintendent at Louisville of commanded the Baltic, and Capt. E. T. Sturgeon commanded the Diana. Both exhibited remarkable speed, and while this was what made that was ever contested, and very exciting to the passengers, miles, and there was not an hour of the time occupied in hearing of each other. An artist was on board the Baltic

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the event by transfixing to canvas in oil a night scene, with steamers in the foreground. The Baltic won the race, but it was more by reason of mismanagement on the Diana.

In 1838 the steamer Diana received from the Post-office a medal in gold, which had been offered to the first boat that would run from Louisville inside of six days. Her time was five days, the quickest time, it is said, ever made from New Orleans to Louisville in 1843, by the Duke of Orleans. The fastest trip after that was in 1877. She made the time to Cincinnati in six days and eleven hours, and lost three and a half hours in getting through the canal. Thompson Dean made the run in six days and nineteen hours and seventeen hours at way landings. The R. R. Spring made the run to Cincinnati in five days, twelve hours and forty-five minutes, while in the Mississippi River. From the time she reached Cincinnati her speed decreased. She consumed twenty-three days from New Orleans to Cairo than did the R. E. Lee in 1870. In May 1882, she made the run in six days, seventeen hours and ten minutes from port to port, without other detentions.

In May, 1882, four quick trips were made from Helena to Memphis in five hours and fifty-three minutes; the second by the City of Providence in five hours and twenty-two minutes; the third by the City of Providence in five hours and twenty-two minutes; the last by the James Lee in five hours and fourteen minutes. The fastest run in five hours and eighteen and a half minutes. The R. E. Lee, in 1870, in the great Lee-Natchez race, was six hours and twenty-two minutes. In May, 1853, by the Eclipse, which made the run in six hours and thirty-six minutes previously, in six hours and thirty-six minutes. But compared with the run to Memphis

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between 1870 and 1882 had shortened the distance about twenty miles, that this shortening of distance by cut-offs is not of much value, as the diminished distance is balanced by the more rapid current.

**GREATEST STEAMBOAT RACE EVER RUN.**  
The greatest steamboat race that was ever run in the world was in 1870, from New Orleans to St. Louis between the Robert Lee and the Diana. The Robert Lee was commanded by Captain T. P. Lea



fastest time on record from New Orleans to St. Louis, fifty-eight minutes. The Robert E. Lee was built at Natchez, Miss., and was run across the river to the Kentucky side to have her name deemed prudent in those exciting times. She was commanded by Captain Cannon, who was born in Frankfort, Ky., in 1882. There was great rivalry between the Lee and the Natchez. The Natchez's great run Captain Cannon determined to beat it. He struck the upper works which were calculated to catch the wind, and was dispensed with to lighten her; engaged the steamer Frankfort to supply coal; arranged with coal yards to have fuel given points and be taken in tow under way until the coals were then to cut loose and float back. He refused all business on the river. The Natchez returned to New Orleans and received a few days' notice advertised to leave for St. Louis on June 30. In the afternoon of June 29 and five minutes later the Natchez followed her. The race was of great interest, as it had been extensively advertised by the press all along the river at every point. At all the principal cities — Natchez, Memphis, Cairo, and St. Louis — for many miles were present to see the racers pass, and the race was virtually ended, but the Natchez was three days, eighteen hours and fourteen minutes from New Orleans to St. Louis, three minutes the previous record of

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the Natchez. The latter steamer run into a fog between Natchez and Memphis six hours. It is said that 50,000 people crowded the wharves to see the Lee on her arrival in St. Louis. Captain Cannon was lionized in the city and was generally lionized while he remained here. The Natchez changed hands on the result of the great race. Many of the people thought that the Lee had been assisted the first 100 miles of the race on her own, and many steamboatmen have ever since regarded the Natchez as having won her own race. They think she was outgeneraled in the race by the Lee. The press that there has been no attempt since to repeat such a race.

## Chapter LXXII.

Below are the tables of time of the Lee, Natchez and other boats on the river and presumed to be correct.

### NATCHEZ

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From New Orleans to the city of Natchez  
Vicksburg  
Head of Thresherfield  
Napoleon  
White River  
Helena  
Memphis  
Head of Island No. 10.  
Hicksman  
Cairo  
St. Louis

From New Orleans to Carrollton  
 Harry Hill's  
 Red Church  
 Bonnet Carre  
 College Point  
 Donaldsonville  
 Plaquemine  
 Baton Rouge  
 Bayou Sara  
 Red River  
 Stamps  
 Briers

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	DAYS.
Ashley	—
Natchez	—
Cole's Creek	—
Water Proof	—
Rodney	—
St. Joseph	—
Grand Gulf	—
Hard Times	—
Vicksburg	I
Milliken's Bend	I
Railey's	I
Lake Providence	I
Greenville	I
Napoleon	I
White River	I
Australia	I
Helena	I
Memphis	2
Island No. 37	2
Island No. 26	2
Island No. 14	2
New Madrid	2
Island No. 10	2
Island No. 8	2
Lucus Bend	3
Cairo	3
St. Louis	3

Subsequent trials of speed by these boats against time materially change their previous record. 16 hours 36 m was about 11 minutes better than the Natchez claimed. uniformity in performance either in long or short dist

May, 1815, steamer Enterprise made the trip in  
 April, 1817, steamer Washington made the trip in  
 Sept., 1817, steamer Shelby made the trip in  
 May, 1819, steamer Paragon made the trip in  
 Nov., 1828, steamer Tecumseh made the trip in  
 April, 1834, steamer Tuscarora made the trip in  
 Nov., 1837, steamer General Brown made the trip in  
 Nov., 1837, steamer Randolph made the trip in  
 Nov., 1837, steamer Empress made the trip in  
 Dec., 1837, steamer Sultana made the trip in  
 April, 1840, steamer Edward Shippen made the trip in  
 April, 1842, steamer Belle of the West made the trip in  
 April, 1843, steamer Duke of Orleans made the trip in  
 April, 1844, steamer Sultana made the trip in  
 May, 1849, steamer Bostona made the trip in  
 June, 1851, steamer Belle Key made the trip in  
 May, 1852, steamer Reindeer made the trip in  
 May, 1852, steamer Eclipse made the trip in  
 May, 1853, steamer A. L. Shotwell made the trip in

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The next year, the steamer Eclipse, E. T. Sturgeon, M  
 when we take into consideration the low water, swift c  
 safely set her down as the fastest boat in the world.

### ECLIPSE'S TIME IN 1853 FROM NEW ORLEANS

	DAYS.	HOU
Donaldsonville	—	5
Baton Rouge	—	9
Natchez	—	19
Grand Gulf	—	24
Vicksburg	—	28
Columbia	—	40
Napoleon	—	44
Helena	2	3
Memphis	2	9
Cairo	3	4
Evansville	3	18
Louisville	4	9

### FROM NEW ORLEANS TO ST. LOUIS — DIST

1844, steamer J. M. White made the trip in

### FROM NEW ORLEANS TO NATCHEZ — DIST

May, 1814, steamer New Orleans made the trip in  
 July, 1814, steamer Comet made the trip in  
 May, 1815, steamer Enterprise made the trip in  
 April, 1817, steamer Washington made the trip in

Sept., 1817, steamer Shelby made the trip in  
 May, 1819, steamer Paragon made the trip in  
 Nov., 1828, steamer Tecumseh made the trip in  
 April, 1834, steamer Tuscarora made the trip in  
 Aug., 1838, steamer Natchez made the trip in  
 Aug., 1840, steamer Edward Shippen made the trip in  
 Aug., 1842, steamer Belle of the West made the trip in  
 Aug., 1844, steamer Old Sultana made the trip in  
 Aug., 1851, steamer Magnolia made the trip in  
 May, 1853, steamer A. L. Shotwell made the trip in  
 May, 1853, steamer Southern Belle made the trip in  
 May, 1853, steamer Princess No. 4 made the trip in  
 May, 1853, steamer Eclipse made the trip in  
 Aug., 1855, steamer New Princess made the trip in  
 Aug., 1855, steamer New Natchez made the trip in

### FROM NEW ORLEANS TO CAIRO, SOUTH OF 1,000 MILES.

May, 1853, steamer Eclipse made the trip in  
 May, 1853, steamer A. L. Shotwell made the trip in

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### FROM LOUISVILLE TO CINCINNATI — DISTANCE

1818, steamer General Pike made the trip in  
 1819, steamer Paragon made the trip in  
 1822, steamer Wheeling Packet made the trip in  
 1837, steamer Moselle made the trip in  
 1843, steamer Duke of Orleans made the trip in  
 1843, steamer Congress made the trip in  
 1846, steamer Benj. Franklin No. 6 made the trip in.  
 1852, steamer Alleghany made the trip in  
 1852, steamer Pittsburgh made the trip in  
 1853, steamer Telegraph No. 3 made the trip in

### FROM LOUISVILLE TO ST. LOUIS — DISTANCE

1843, steamer Congress made the trip in  
 1854, steamer Pike made the trip in  
 1854, steamer Northerner made the trip in  
 1855, steamer Southerner made the trip in

"The following table shows the progressive improvement in the route from  
 Louisville, distance fourteen hundred and eighty miles

May, 1815 — Enterprise	25
April, 1817 — Washington	25
September, 1817 Shelby	20
May, 1819 — Paragon	18



November, 1828 — Tecumseh	8
April, 1834 — Tuscarora	7
November, 1837 — General Brown	6
November, 1837 — Randolph	6
November, 1837 — Empress	6
December, 1837 — Sultana	6
April, 1840 — Edward Shippen	5
April, 1842 — Belle of the West	6
April, 1843 — Duke of Orleans	5
April, 1844 — Sultana	5
May, 1849 — Bostona	5
June, 1861 — Belle Key	4
May, 1852 — Reindeer	4
May, 1852 — Eclipse	4
May, 1853 — A. L. Shotwell	4
May, 1853 — Eclipse	4

The Eclipse's was the best time up to that date, averaging

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## Chapter LXXIII.

It was reserved to the steamboat Washington (says Commodore Perry) to demonstrate by a second voyage of twenty-five days, that she could ascend this river in at least one-fourth the time required for exclusive use.

At a public dinner given to Captain Shreve at Louisville, he said, "I will come when his twenty-five day trip would be made in ten hours."

"In 1823 there were public rejoicings at Louisville, Kentucky, in five days and six hours from New Orleans.

The captain answering a complimentary toast gravely said, "I will come in ten or six hours less than he had just made. Within twenty hours over four days."

### FROM NEW ORLEANS TO NATCHEZ — 268 Miles

	DAYS
1814, Orleans made the run	6
1844, Comet made the run	5
1815, Enterprise made the run	4
1817, Washington	4
1817, Shelby	3
1819, Paragon	3
1828, Tecumseh.	3
1834, Tuscarora	1
1838, Natchez	1
1840, Edward Shippen	1

1842, Belle of the West	1
1844, Sultana	—
1851, Magnolia	—
1853, A. S. Shotwell	—
1853, Southern Belle	—
1853, Princess No. 4	—
1853, Eclipse	—
1855, Princess (new)	—
1855, Natchez (new)	—
1856, Princess (new)	—
1870, Natchez	—
1880, Rob't E. Lee	—

The third [J. M. White](#) has a record of 7 hours and 40 minutes from Donaldsonville and Plaquemine. This beats all other records.

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### FROM NEW ORLEANS TO CAIRO — 1,024 MILES

	DAYS
1844, J. M. White made the run	3
1852, Reindeer made the run	3
1853, Eclipse made the run	3
1853, A. S. Shotwell	3
1869, Dexter	3
1870, Natchez	3
1870, R. E. Lee	3

### FROM NEW ORLEANS TO DONALDSONVILLE

	HOURS
1852, A. S. Shotwell	5
1852, Eclipse	5
1854, Sultana	5
1856, Princess	4
1860, Atlantic	5
1860, Gen'l Quitman	5
1865, Ruth	4
1870, R. E. Lee	4

### FROM NEW ORLEANS TO ST. LOUIS — 1,218 MILES

	DAYS.
1844, J. M. White	3
1849, Missouri	4
1859, Imperial	4
1863, Ruth	4
1866, City of Alton	4
1869, Dexter	4
1870, Natchez	3
1870, R. E. Lee	3

### MEMPHIS TO CAIRO.

HOURS

1865, Mollie Able	19
1866, City of Alton,	17
1868, Rob't E. Lee	16

FROM CINCINNATI TO PITTSBURGH — 490

	DAYS.
1850, Telegraph No. 2	1
1851, Buckeye State	1
1852, Pittsburgh	1

FROM ST. LOUIS TO ALTON — 25 MILES.

	DAYS.	H
1853, Altouna	—	1
1876, Golden Eagle	—	1
1876, War Eagle	—	1

FROM ST. LOUIS TO KEOKUK — 214 MILES.

	DAYS.	HO
1859, Louisiana	—	16

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LOUISVILLE TO MADISON.

	DAYS.	HOU
Telegraph	—	3
Alvin Adams	—	3
Jacob Strader	—	3

FROM ST. LOUIS TO ST. PAUL — 800 MILES

	DAYS.
1868, Hawkeye State	2

ST. LOUIS TO LA SALLE.

	DAYS.
1854, Steamer Cataract	

(making five landings.)

1854, Steamer Garden City

FROM ST. LOUIS TO ST. JOSEPH — 600 MILES

	DAYS.
1853, Polar Star	2
1856, James H. Lucas	2

OLD TIME STEAMBOATS.

In the New Orleans *Picayune* of April, 1838, is the fo

UNPRECEDENTED SPEED.

"Who would believe that a boat could make a trip from

seventeen hours? Yet this has been done. That splendid arrived here yesterday from Louisville in four days and

Her up trip was made in six days and nine hours. Deducting running time was only eight days and nine hours, a distance of half miles an hour.

On the 19th of June the same year the same paper makes

**UNPRECEDENTED SPEED.** — The steamer *Monarch* made her trip in six days and one hour, that being eight hours quick had been deducted the trip would have been made in five

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On the 7th of July, same year, the same paper makes the

**THE FASTEST BOAT.** — The steamboat *Diana*, Captain [?], Western waters, having made her last trip from this port in [?] hours and fifteen minutes, the quickest trip ever yet made for gold from the Post-Office Department, that sum having been run within six days.

## Chapter LXXIV. Mississippi Valley

Contemporary with the organization of the Atlantic and Pacific company or the "Barge Line," as it is familiarly known, were Barton Able, good practical boatmen, were elected its first

It started its first tow of barges to New Orleans on the matter of grave doubt in the minds of many, some were was ominous of the result of the enterprise." But some persevered through the earlier embarrassments of a new prosperous and money was abundant from the results came to the front, with George H. Rea as its third President, Superintendent, Austin R. Moore, Secretary.

The shipments of bulk grain rapidly increased and the company was organized in 1880, called St. Louis and New Orleans, Henry Lowry, President.

At this time the bulk grain shipments had assumed the Wabash system of railroads centering at St. Louis, with opening they were not slow to avail themselves of. Competitors was the St. Louis and New Orleans Transportation Company, competitors for the business of the Mississippi Valley

The foreign demand for the products of the Mississippi



Valley had increased the tow-boat and barge tonnage to off, or short crops of grain were realized, there was a had been above par was soon a drug in the market, and The two principal companies located at St. Louis soon which seemed imminent, and consolidated their stock and Mississippi Valley Transportation Co., simply a company was organized with a capital of \$2,000,000 Hays, H. M. Hoxie, A. A. Talmage and George C. G Pacific Railroads. Capt. Lowry was made Vice-President company then owned some ten or twelve fine powerful had a capacity of 1,500 tons.

This was about double the tonnage there was business could not have been easily done if under the control of the secret of the success of this company. A system that was organized steamboat company in the past as well as in judicious management of Mr. Haars tick the company line of boats and barges unequaled on any waters in the supply the demand on the Mississippi, except when in

Although two of the company's original projectors and have crossed the dark river and launched their "gilt-edge" under the management of President Haars tick and his conducting a legitimate and what seems to be a safe and ruinous competition than any other line of transportation

About the time this barge company was organized the *cheap freights* and many were visionary enough to suppose would forever settle that question and establish a "thorough" seemed to involve all problems in that connection. "If

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barge transportation was practicable on the Mississippi why it should not be a success on all others," and in the used by every farmer living near a water-course, and by country was to reach a market at a mere nominal cost.

Even business men living on the Missouri River were they could not be made to understand that the character such was their enthusiasm and persistency coupled with New Orleans Barge Co. was induced to send a small ton bulk grain. By great care and a favorable stage of water ventured upon another nor did ever any other company

The following extracts from newspapers of that day were prevailed in some parts of the valley: —

**BARGES VS. CHEAP FREIGHT.**

Is it true, Mr. Editor, that the friends of the "barge men" expected in the organization of that company to reduce or say to "one-half what they are now charging."

By an article in the columns of the *St. Louis Democrat* greatly disappointed because they assumed, and had a company organized, that it meant *war to the knife* against high

If that was the case, I do not believe the public have been to think the barge company have demonstrated — what they are incapable of understanding — that it costs money to transport the company was not organized entirely for the purpose of "carrying out this through grain movement."

But as this writer proposes to "prepare an article which will do much use in aiding on the through grain movement," though the public are only "sympathizers." But when

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carrying freight "*at half what they are now charging*" and the sympathy of the public, but their "overt acts," and when carrying freights "*but five cents per barrel under*

The expose made by the Secretary of the barge company does not seem to satisfy this champion of cheap freights, and in words, why they do not *fix a low and uniform rate at*

While I have no interest in the barge company I have seen the statement made by the Secretary is quite explicit enough to this *expert* in cheap freights. But I have no desire to present a single idea upon the subject, or who can see but one side

This writer seems to have the subject of cheap freights in mind, but difference what other interests are sacrificed, if cheap freights and responsible packet companies, that have done more for the regiment of such writers would in a century. He would ruin passenger steamers, and lay them to the shore to decay, and the employees and mechanics that are supported by them, and seek new homes and new occupations. Still his zeal is not Paul concluded, —, was not profitable, and I believe it

What is proposed to be gained to this city by cheap freights? Upon general principles cheap freights are always desirable

Any man at all conversant with commercial transactions will at the moment that river transportation has been high in any city, contrary low, *too low*, much lower than it could profitably be, and who has been benefited — not the consumer. It has increased the profit of the merchant or the mechanic; but it has ruined barges, and left in idleness thousands of builders and crew

If the products of the country cannot afford to pay transportation expected to be run exclusively for the benefit of the farmer, pay commissions and handling at intermediate ports, and building up the interests of "this beautiful, and is to be

The system of elevators that is now being inaugurated of handling products of the country, as well as to reduce to handle it.

This, together with the rapidly increasing railroad facilities and steamboats, saying nothing about the barge competition to the consumer, I presume, *even* though it does not succeed in passing down our river without some small portion of its cost being GOULD.

**RIVER FREIGHTS — STEAMBOAT VS. BARGE**  
*Editor of the Times:* Can you tell "who killed the goose common with its contemporaries, has for the last few years been through grain movement," as it is termed, by means of the barge adopted, and is now in successful operation, if we are to the expense of carrying grain in bulk.

And now let us see what has been the consequent result, the barge company was fully and systematically inaugurated. The ordinary steamboat mode has been rapidly declining, and it has been possible to load two boats per week, and them not to the shippers in the city or along the whole line of the river from New Orleans, and you hear the same complaints: "Why do the freight never arrive?" "Why is there no regularity as in the case of the boatmen, have no enterprise — no get up." "You are doing it in places." "The trade we have so long enjoyed, and which

has grown rich from, is leaving us for the want of protection.

Since the introduction of railroads, by which most of the grain is carried out regularly or frequently, unless they have some other means of transportation.

The cost of making a trip to New Orleans and return is now so high that men now in the business that are able, if disposed, to do so, are leaving the public.

Now, through the influence of the press and the indomitable representatives of the barge company, that enterprise has been carried beyond the possibility of failure so long as the country is in a state of war.

Now the practical question arises, Can the press, can the

enjoyed by steamboats, and thereby secure the facilities

I contend they can do all that is necessary without injur

By reference to the receipts in New Orleans I think it w  
freight there, in addition to their bulk grain, than St.  
by both modes.

Heretofore it has been claimed there was not enough bu  
That claim, if ever valid, is no longer so. It has also b  
bulk grain alone; that it was necessary to have package  
needs no proof to practical men. To be sure, if it is ad  
and all that barge companies are disposed to buy or bui  
compelled to lay and wait for the accommodation of ce  
for landings they cannot profitably make, then indeed  
successfully continued the former regularity and prom  
the expectation.

If this patronage, this preference for barge transportat  
introduction, such is no longer the case. I am assured  
bulk grain trade is only limited by the supply and the f

Here, then, is a field quite large enough to satisfy the

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zealous advocate for "the through grain trade," and to  
Louis has need of.

After what has been said the remedy for restoring the '  
shippers and business men remember that if they want  
they can accommodate their southern patrons, they mu  
experience has shown can and will do it.

E. W. GOULD.

St. Louis, November 23, 1877.

### BARGE TRANSPORTATION.

St. Louis, November 29, 1880.

*Editor Times:* "It never rains unless it pours" is an old  
steamboatmen.

It may not be peculiar to them, but it certainly is true v

They are like sheep going over a fence. When one star  
to land.

If any man can tell what use all the barges now built, a  
to, he is gifted, as Captain Beasley would say.



Every yard from Cairo to Pittsburgh is crowded with number of barges being built at other yards.

These barges are generally of the largest class, some of tons, which is as much or more than the average Cincinnati carry.

Including what barges have been built during the past will be quite fifty, probably more.

And what use is this 70,000 tons increased tonnage capacity principally, of course.

The last year has been one of the most productive ever and has created a demand for this surplus. And a large amount of bulk via New Orleans and other ports.

Not being in the business I do not, of course, know how much has been made by those who have handled this grain.

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But I do know that there has been no scarcity of tonnage and the low rate of freight that has generally prevailed is certain that an increase in the tonnage will reduce the rate below a possible maximum beyond any reasonable expectation.

The large amount of railroad freight offering has of course and statistics show that while exportations via New Orleans are increasing the larger amount has been shipped via Northern ports and canal freights.

If railroad freights are scarce, it is fair to conclude that the same will be true of grain as well as for every other class of freight.

Ocean freights from Northern ports must always rule the day much on account of distance, as from the passenger trade the river furnishes very little.

Hence the conclusion seems inevitable that notwithstanding the fact that the Mississippi, whereby vessels of the largest class can pass, there are many reasons for concluding the tonnage on the river may be increased in many years to come.

"Cheap freights," is the commercial watchword, the object of the expense of those engaged in water transportation, remains the same.

With very few exceptions, from the earliest date of settlement in the Valley, to the present time, there has been no legitimate return for the capital invested, as it has; and the indications are that it will continue to be the same.

exception, Jay Gould to the contrary notwithstanding.  
E. W. GOULD.

## CHEAP TRANSPORTATION ON THE MISSOURI St. Louis, December 18, 1873.

*To the Editor of the Globe:*

In accordance with your request, I will attempt briefly  
observation in regard to the navigation of the Missouri  
establishing "barge lines" there, to create "cheap trans-

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to show the impracticability of that system of transpo  
been met with the accusation that my interests were pre  
transportation, and hence no fair or unbiased conclusio

The Missouri River Packet Company have built and r  
the prosecution of their business, during low water; n  
passenger boats, for the purpose of lighting freight o  
practicability of using barges as a system of cheap tra

This company could, and doubtless would, use regula  
observation showed them to be better adapted than thos

Two things at least are now essentially necessary to wa  
Missouri River. The first is the improvement of the r  
saying nothing about dredging the shoaler bars. Both  
of our members of Congress. The second is, protectio  
a market through water transportation.

At present railroad competition is such as to render it u  
transportation on this river to compete with it — as de  
year or two from St. Joseph, Council Bluffs and other  
known fact that corn, oats and other heavy freights, h  
summer, from these and other points, at twenty-five c  
Kansas City and other places. From the latter point to S  
Joe 660, and from Council Bluffs 800. If the cry of "  
rates, it is not necessary to look to the river for relief,  
these cheap and bulky articles of freight shall have been  
railroads find more profitable use for their stock, it w  
lines or any other cheaper mode of transportation.

In order to insure success in barge transportation, I ap  
necessary on such streams as the Missouri, even after  
the nine months of navigation, which is about the ave

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more than four months the water will average five feet from three and a half to four and a half feet, take one year's practicability and economy of barge transportation on account of the fact that I am not prepared to indorse it as the best or most economical mode of transportation under all circumstances.

I will venture the prediction, that when the Mississippi has a depth of eight feet water between St. Louis and New Orleans, the present system of transportation by barges, for miscellaneous classes of steamboats, the Hon. Henry T. Blow said before the committee, "is a waste of money, and ought to be burned up."

While I do not indorse Mr. Blow as to the disposition of the present system, I am satisfied that they will be superseded by a class of steamboats of a different class of transportation than any system of barge transportation.

Did it ever occur to you, Mr. Editor, there were two sides to the question?

It sounds to me a good deal like a hobby, upon which many writers generally, mount to catch the sympathy of those who are in favor of "cheap transportation."

As a rule, I admit the necessity of cheap transportation, but I make an important distinction between what might be considered a reasonable rate. It must be admitted that the carrier is as much engaged in the labor as is the farmer or producer. We never hear the latter complain of anything he has to sell, if the market justifies it, how can the carrier be obliged to pay it.

But if the carrier advanced his rate under the law of supply and demand, remunerative rate, there is no language too strong to express our opposition to such a monopoly.

With very few exceptions, I am satisfied that the producers of the country are paid for their capital and labor than have any transportation facilities. The evidence of that is too apparent to need further demonstration.

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Still the whole country is almost in arms for "cheaper transportation." It is a popular sentiment to-day.

The carrying trade of this country is represented by hundreds of thousands of men. Look at the reports and balance sheets of this great interstate trade. Look at the steamboats and barges that are depreciating at the rate of 10 per cent per year. Look at the thousands of employees that are idle and unemployed. Look at the thousands of lives of life. We hear of occasional "strikes" among these carriers on unmeasured terms. But nothing is more popular than to hear of a strike in this country, and, agreeably to my understanding, the object of the strike is to reduce the rate of transportation.

Surely, consistency, thou art a jewel. But I am digressing.

for you to understand my views of barge transportation questions are answered. And I trust we may have the courage to secure such improvements on all our navigable river transportation.

E. W. GOULD.

**BARGE TRANSPORTATION ON THE MISSOURI**  
*Editor Republican.* I am glad to again see the Kansas Journal of barge lines, barge companies and barge transportation.

There has been a spasmodic effort periodically for several parties to establish such lines for the transportation of goods, but for lack of encouragement from those claiming to be "old-fashioned" men, ready to indorse the entire practicability of such an enterprise.

I am also gratified to see that the *Republican* has taken up this to so important a matter.

Not that I have a particle of faith in any practical good that has been proposed than in all previous ones, so far as the establishing of a line has persisted in, as I trust it will be, the object may be accomplished, as you may ask.

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If you will bear with me a little, I will repeat what I have said before, that it is impracticable, and for several reasons, some of which are, one is, the river is not in condition to make it possible to run a stage of water, much less in a low stage which usually occurs from the first of May, and from September 1, to the close of navigation.

I make this assertion without fear of successful contradiction from the owners on the Missouri River whose opinion is entitled to respect. Nothing can be done if time and care enough is spent to make it pay, will be paid for freight that will justify that.

That being admitted, further argument would seem unnecessary about high water. That generally continues about three months, adapted to barge navigation, no sane man will contend that it will justify establishing and running a line of barges; although "old, practical boatmen," one might conclude there was some ground for it.

Every one acquainted with the navigation of the Missouri River knows the danger of passing the bridges, even in low water, which occurs in high water that none but the most powerful tug can pass a barge, and to attempt to take a tow of barges through it is a waste of money.

I doubt if a man of ordinary observation can be found, who, if deadfalls have been built, that will dissent from this statement. If a company that will underwrite on such tows, it will only be a waste of shipments.



The rate of insurance on that river is always so high that it can not be shipped. The railroad rate of freight is often less than the rate on merchandise. Hence, as a matter of course, a line of boats will run on the stream freights principally, as steamboats do now.

After what I have said it is hardly necessary for me to say that it is not which a barge

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company could live, carrying freight one way only, or

With the large number of railroads that diverge from the river, it would ensue, no price of freight could be had even from the railroad to pay a barge company under present circumstances.

But there may be a condition of things that will change. I was glad to see the interest the *Republican*, Kansas City, in this laudable enterprise.

### COMMENCING AT THE WRONG END.

But you have commenced at the wrong end, gentlemen. You have not made sufficient provision, and improved the navigation

With one-half the talk that has been made to establish a line upon our members of Congress that would have resulted in the Kansas City as to make practical barge navigation. But it is the part of some member to introduce some impracticable bill, and nothing said of the Missouri River, unless some railroad is built, which Congress is sure to grant and the people indorse, and compensation to "break up the pool combination" of the river, a jewel."

But there is no use quarreling about what has been done. Both can and ought to be built — not to materialize until they have not been so constructed.

But the practical question now is, what is the remedy? If it is once, that our immediate necessities can be provided for

I answer remove the snags and build cribs above and below the rapids may drop or cordell through safely. This can and ought to be done for \$50,000. And it is all that is necessary to insure pretty much eight months in the year, or as long as good water comes

But as snags are constantly accumulating, of course it is necessary to keep patrolling the river most of the time during the navigation

Now, gentlemen of the press, of the farm and the mill

men, if you mean business, and expect to accomplish your object, trim your sails and bear down on your Course; otherwise, if you are not prepared to do so, then you might as well give up the ship and the barge.

## BARGE TRANSPORTATION ON THE MISSOURI RIVER

St. Louis, March 1, 1873.

*To the Editor of the Democrat:*

Kansas City and other towns along the Missouri River some weeks past — all seeming to believe that if there were a direct line of communication from the West to the East, transported to Southern markets at less than half the present cost, the enterprising projectors. In this sentiment your correspondent is not to attempt to show the fallacy of the project, but to present it is nothing but a fallacy. And merchants of experience, who have seen the success of the rail, cheaper from Omaha and many points between the West and the East, America, except ocean and lake. But it is claimed that the West is producing States of the nation, and must have increased the demand. We will suppose that to be the case for the present, and that the country shall have increased sufficiently to give the demand, will, of course, be greatly increased; and without a regulation of freight will undoubtedly be a subject of just complaint.

Now, right here, allow me to make a suggestion which is more in the object all these gentlemen have in view than the format of the project. Let them use half the effort to satisfy our members of the Missouri River *transportation* that they have used to convince themselves of the necessity of the rail lines, and they will very soon secure appropriations by Congress for navigation on the Missouri that barge transportation demands of commerce require it. They have commenced a project which is commendable, it is "zeal without knowledge." The

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the building of the rail has entirely eclipsed the importance of river transportation, and have sat quietly by and allowed these railroad corporations to monopolize the domain, and of the people's hard-earned money, for which they have absolutely allowed them to place obstructions in the channel of the river, more to prevent barge and steamboat navigation, or channel navigation (a desideratum), than all other causes combined. When the advocates of "river transportation" wake up to the real issues, and to the object they so much desire, we may expect to find them proposing schemes now under contemplation, which, if not soon adopted, will be not only barge transportation, but to every other kind except the rail. It is appealing to Congress for appropriations for the improvement of the river, a candidate who offers himself for Congress shall be pleased to receive the necessary appropriations, from year to year, until the government has provided for all kinds of water transportation. When this is accomplished, it will be a practical one for discussion.

## Chapter LXXV. The War Record

Probably no interest in the Mississippi Valley suffered from steamboating, especially at the South.

But as soon as hostilities ceased, those who still survived to build or buy others, at once set to work with commendable energy to establish themselves in their respective trades, which was the class known as "carpetbaggers."

Such, however, was the demand for transportation that those who had provided themselves with boats, soon regained their former flourishing business. But in the meantime the war had advanced its stride towards the front, and they were rapidly approaching the limits of their sustenance, and what seemed for a while a full recovery was disappointed in the near future.

There were but few of the regular transport steamboats captured and purchased by the government and dismantled and their parts scattered in different parts of the country. Some were used for the transport of troops and continued to run in their legitimate trades as far north as the Mississippi opened. Then all that could get away were on the Red River and the Bayous.

All that remained in the Yazoo were destroyed, either by the Confederates and the owners of the boats, to prevent their capture.

The boats that sought Red River and the Bayous were also destroyed, and after the close of the war resumed their former business, repaired, of which they were greatly in need, having been so long out of use.

The first steamboat captured by either party during the war was the *John A. Scales*, by Captains

Frank Smith and Reese Pritchard, called *S. H. Tucker*, captured by the Federal forces while laying at Columbus, Mississippi.

The following steamboats, tow-boats, tug-boats and gunboats, which the eight Confederate gunboats were constructed at Columbus, 6th, 1862: —

Tug Propeller (remodeled), called *Little Rebel*, commanded by the fleet.

Steamship Mexico (remodeled), Gen. Bragg, command  
Mary Kingsland, tow-boat (remodeled), Jeff Thompson  
Julius Bebee, tow-boat (remodeled), Sumpter, command  
Baltic, tow-boat (remodeled), Gen. Van Dorn, command  
Milledon, tow-boat (remodeled), General Price, command  
Ocean, tow-boat (remodeled), Gen. Beauregard, command  
Hercules, tow-boat (remodeled), Col. Lovell, command

The newspapers of the day are very destitute of detailed  
is generally conceded their lives as gunboats were of sh

Some of them were powerful tow-boats and had previous  
Orleans to the gulf.

They were bought by the Confederate government and  
time would buy cotton or anything else the South produced  
Orleans and were thought to be equal to anything they  
But the result showed they were only principally useful  
guerrilla warfare. Several of them were sunk in the litt  
by their officers to avoid falling into the hands of the  
destroyed about Port Hudson or Baton Rouge.

The following is a partial list of boats which were des  
as perfect as present records furnish: —

Capital, transport, New Orleans and Bayou Sara packed

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Ivy, was made a gunboat. She was a low pressure tow-

Gen. Polk (E. Howard), formerly transport, gunboat.

Lexington (ferry-boat), gunboat.

Mobile (propeller), gunboat.

Magnolia (transport), New Orleans and Vicksburg.

Magenta (transport), New Orleans and Vicksburg.

J. F. Pargoud (transport), New Orleans and Ouchita.



Prince of Wales (transport), New Orleans and Cairo.

Peytona (transport), New Orleans and Louisville.

Mary E. Keene (transport), New Orleans and Vicksburg.

Acadia (transport), New Orleans and Vicksburg.

Ferd. Kennett (transport), New Orleans and St. Louis.

Ed. J. Gay (transport), New Orleans and St. Louis.

Steamship Star of the West.

Hartford City, coal tow-boat, Memphis.

Hope, — (transport), Vicksburg and Yazoo City.

Cotton Plant (transport), Vicksburg and Yazoo City.

Scotland (transport), St. Louis and New Orleans.

Golden Age (transport), New Orleans and Fort Adams.

R. J. Lackland (transport), St. Louis and New Orleans.

John Walsh (transport), Memphis and New Orleans.

Natchez, gunboat (formerly transport), New Orleans.

35th Parallel, gunboat (formerly transport).

Dew Drop (transport), Vicksburg and Yazoo River.

H. D. Means (transport), Vicksburg and Memphis.

Emma Betts (transport), Sun Flower River.

Ben McCullough (transport), Obion River.

Alonzo Child (transport), between New Orleans and St. Louis.  
gunboat.

Vicksburg (transport), between New Orleans and Vicksburg.  
by the Confederates.

Lizzie Simmons (transport), New Orleans and Ouachita.  
Arkansas River.

Wm. M. Morrison (transport), St. Louis and New Orleans, when the city surrendered.

New Falls City (transport), sunk in Red River by the Banks invading Upper Red River.

Many of the above boats were destroyed on Yazoo River generally, by order of the Confederate Government. The of safety. When the Yazoo Pass

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was opened and Vicksburg taken, they were destroyed by the Federals.

Among the larger and more valuable boats that were destroyed with them and that belonged to owners outside of their

Wm. M. Morrison, laying up, New Orleans.

Ruth, at Norfolk, loaded for New Orleans (incendiary)

New Falls City, sunk in Red River to obstruct channel

Emma, lost on Red River.

Imperial, burned, wharf, St. Louis.

Sky Lark, —, Tennessee River.

Claira Bell.

Callie, —, Tennessee River.

Tigress, sunk, Vicksburg batteries.

Black Hawk.

Lebanon, —, Old River.

Thomas E. Tutt, Red River, burned.

John W. Cheesman, burned, Tennessee River.

Dacotah, burned at Paducah.

City Belle, burned, Red River.

Julius H. Smith, burned, Cumberland River.

Ashland.

R. B. Hamelton, torpedo, Mobile Bay.

West Wind, burned at Glasgow, Mo.

Alice Dean, burned by Morgan at Brandenburg, Ky.,

Mazeppa and barges, burned on Tennessee River.

Rose Douglass, Little Rock, Chester Ashley, Daniel  
Arkansas, battle of Arkansas Post.

St. Francis No. 2, burned on White River.

Lake City, burned by guerrillas, Carson's Landing.

Henry Clay, destroyed at Vicksburg by the batteries at

There were other boats destroyed on different streams in  
record, either in the South or West, of the results of the

But under an act of Congress the War Department is preparing  
and incidents of the war in detail, both of the Federals and

There is a War Records Bureau which has for several years been  
compiling, and printing

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these war records. When completed there will probably be

As only boats of *loyal* citizens were employed by the government,  
this interest suffered much more at the South than in the North,  
if not in number, the West suffered most, principally because  
order of the Confederate government many were burned.

After the blockade was removed on the Mississippi the  
Confederates along shore from masked batteries and gunboats  
lost.

Among the many attacks none are reported with more success  
than did the large, new steamer Empress.

She was admirably calculated for the transportation of  
consequently she was often in the service of the government.

On one trip from New Orleans in 1863 with 800 tons of supplies, the *Empress*, Capt. Molloy, master, when just above Island 82, she was fired upon by the *tin clads* that were patrolling the river and happened to be captured and undoubtedly destroyed, as there was a large number of many other Federal officers and soldiers but no organized force.

The boat being heavily loaded and with poor fuel was unable to return.

From some passengers who had landed at a point below the mouth of the river on board and his record at Palmyra, Mo., made them a valuable asset with him. The meanderings of the river enabled them to land at Gain's Landing. Having planted their cannon in ambush they were abreast of them and not more than 300 yards distant.

Capt. Molloy stepped out of his room in front of the port.

The second discharge took his head off and sent several men to other places.

As it was very warm weather several lady passengers and children were immediately

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dropped on to the floor, and were partially shielded by the

Although they partially disabled one engine, through the skill of the full stroke camrod in time to keep the boat going up the river to the cannon.

But as the channel followed the shore for some distance they were enabled to practice their rifle practice upon her until she was enabled to cross the river.

When, through the assistance of the *tin clad* that had been captured on shore, where the dead were interred, the wounded cared for, when she resumed her voyage.

This was probably the narrowest escape Gen. McNeil ever had. There have been no exchange of prisoners in that case.

The *Empress* made many narrow escapes during the war.

On one trip from the South a battery at Bolivar, Mississippi, was there in the fog. The fog lifted just as she was opposite the battery she had gotten so far passed that the shot came in only a few feet from the boilers were closely shaved. One spent ball from the battery was carried on the boat as a kind of trophy or memento until she was captured.

After much valuable service in the Federal cause, and so



and guerrilla sharpshooters, this splendid steamboat was a more formidable battery in the shape of a sunken wreck.

The following graphic account appeared in the St. Louis paper of his numerous friends will still recognize the signature.

It was from the pen of one of that paper's most reliable Federal transports during the war. This writer is under the impression that the following items in this work: —

### STEAMER EMPRESS FIRED INTO NEAR GAINES' LANDING — GREAT DAMAGE AND SLAUGHTER — GREAT CONFUSION — SEVERAL PERSONS KILLED AND ELEVEN WOUNDED

"The steamer Empress, en route for St. Louis, was fired upon below Gaines' Landing, on Wednesday, the 10th inst.

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The battery encountered comprised some eight guns, of improved capacity for both accurate and terrible execution. The estimate made by artilleryists on board at the time.

The battery was doubtless supported by a large force of men, probably a thousand. However, of the strength of this force there was no information in possession of the gunboat officers in the boat. It was a perfect shower of musket balls, but which were seemingly of little effect, and clash of the terrific, death-dealing missiles discharged.

This battery was located in the bight of a deep bend, in the channel, while the rapidity of the current was proportionally to the advantages, the fact that one among the first shots fired while another shot or shell disabled the "doctor engine," formed of the danger of the position. The larboard wheel was disabled, the remaining wheel in the direction of the battery, and the boat was driven by the fact of the boat not having sufficient headway to escape.

During this most desponding crisis the boat was almost disabled by the battery, and yet the engineers were braving every danger with energy to effect temporary repairs, such as would enable the boat to supply of steam and water should be exhausted. They succeeded in the consideration of the injury to the "doctor engine," by the fact that they were crowned with success, and many a drooping spirit was revived by the engine.

The boat had just escaped the range of the battery when she was fired upon by her assistance and while rounding in alongside to take cover, she silenced the sharpshooters stationed along the banks.

The boat was under effective fire for over twenty minutes, and in various portions of the boat; while the number of small

to estimate. Many of the shots were evidently directed at the mules, and it may be had when we state thirteen mules were killed in

Gen. McNeil having occasion to pass from the roof in the darkness, he seemingly picked his steps through a perfect "labyrinth"

At the time of the attack, there were some five hundred and sixty of whom were women and children. Words cannot describe the scene. History will fail to record, or canvas to portray, the heroic efforts of those running to and fro wringing their hands in utter despair, the agonizing which fear and terror had magnified into fancied security. The passengers were hurrying about the cabin and although the blood received from the wounds of others near by them

After the gunboat had towed the Empress around the point and was out of view, she landed her and here she remained until the morning required about eight hours, when the lights on board the gunboat we proceeded up the river.

After the trying ordeal was passed, and notes and incidents of the day on whom honor was due.

Among the bright stars in the galaxy, we beg to mention the names of Military Director; Thos. Goslee and Enoch King, pilots; J. Pendleton, Judd Weber and Wm. Tennant, engineers.

The list of names of killed and wounded has doubtless

When the attack was commenced Captain John Molloy was at the forward part of the Texas. He immediately ran out the bow of the battery. He took hold on a small iron hog-chain, by which he was outboard to speak to the pilots, and while in this position he was shot, completely severing his head from his body.

Here let us pause while we pay a sad but fitting tribute to the memory of John Molloy had

been for a series of years an active steamboatman, hailed as a hero called to fill, he evinced a spirit of honor and integrity in his profession, and a scrupulous regard for the interests of all with whom he became associated.

We know of no higher or more deserving encomium than that which has been paid to him. Many a stout heart among that crew bowed in sorrow at the death of their commander.

A true friend — an agreeable companion — a high-toned tear, on that sad occasion, bedimmed the eye of those

## OBITUARY.

Died, Wednesday, August 10th, on board steamer En his age.

The subject of the above notice was a citizen of this community at large, but more especially to the steamb years an esteemed and revered member. His parents emi infancy, he may be said to have "grown with the villag ennobling qualities of head and heart which ever attrac as with a silken bond, in friendship and sincerity, he l myriad of true friends and companions.

At an early age he selected for future pursuit a mercant known house of Sproule & Buchanan, wholesale grocer worth he retained his position in this house for many which the firm was subjected. About the year 1850 a ri engaged as second clerk of the steamer Amaranth, a res attached to this boat for over two years. Subsequently f Shenandoah and J. C. Swon.

He was in command of the steamers Orleans and John during her building at Cincinnati. He also commanded Able and Empress. He was an acknowledged competent

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affable in his deportment to all, genial in his manners uncommon sequence of river life.

"For what'er our mood

In sooth, we love not solitude."

He was engaged with a friend in talk of home and the moment before he was summoned and called away from

He died as he had lived, with the words of duty upon h

A loved companion has passed away, and we would fai death. Yet in after years, when the dread alarms of war influence to home and fireside, remembrance will anor the brief but sad hour that doomed a noble life.

"Count life by virtues — these will last

When life's short race is o'er —

And these, when earthly joys are past

Shall cheer us on a brighter shore."

Among other tragic events that occurred on transport b from New Orleans to St. Louis in which Captain Gor instantly killed from a battery located just above Bayou

A STORY OF THE WAR — HOW THE ALICE MORGAN RAID, FROM CINCINNATI "COMMERCIAL" GENERAL JOHNSON'S ACCOUNT RELATED TWENTY-FIVE YEARS AFTER.

APRIL 14, 1889.

"Previous to and in the early days of the war, the Cincinnati was the favorite and most palatial of river steamers. Her career was full of the fast clippers, plying between the Queen City and the Ohio bluffs. The Alice Dean was a favorite vessel for excursions, and was commanded by Captain Jas. H. Pepper, a mariner of perfect command, and whose urbane manners made him a general favorite. He has long since gone to that bourne from whence no traveler returns. The war was burned to the water's edge by the guerrilla,

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near Brandenburg, while in the hospital service and en route to Cincinnati.

The boat was hailed into shore by a distress signal, and the captain demanded that he and his troops be transported to the shore. At the time, Morgan was being hotly pursued by the guerrillas. On his way up the river his men became very boisterous and threatened the Alice Dean. General Morgan, and, both being Masons, exacted a promise that the boat and his men safely conveyed to shore the Alice Dean should be allowed to continue on her trip toward Cincinnati. Hardly had she started when she was discovered on fire in several places, and soon burned to the water's edge.

The widow of Captain Pepper has for several years past been in Cincinnati, and recently wrote to a friend in this city relating a strange story.

The lady says: "You will, no doubt, remember the capture of the Alice Dean several times come to our house within the last three months. Her appearance and language excited one's attention and sympathy. She came again, and came here to meet some New York capitalists. The name of the gentleman is General Johnson. One evening he called on my office, and the General was relating some war reminiscences. He lost his sight during the war. He replied: 'Yes; I was made his prisoner during his raid through Ohio. We reached Brandenburg, Ky., on a boat, and, seeing a large steamer approaching from down the river, we went to a wheel boat and began giving signals of distress. The steamer came along side, and in a few moments my men, at an order from the captain, to carry all of Morgan's troops to the Indiana shore, went ashore ahead with his men and I remaining on board with a small party, fearing that the captain of the captured boat might go to the water's edge. General Buford and his command, I ordered my men to the water's edge.'

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"All of this I heard, and not being able to longer contain myself, I



saying, 'General Johnson, do you remember the name I see. I can see her in my mind.' I was too impatient to let Dean?' 'Yes, yes, that was her name, and she was con- 'do you know that Captain Pepper was my husband, and possible I am talking in the presence of Mrs. Pepper?'

"There was a dead silence for a few moments, and then the gentlemen that they had had a skirmish with General through both eyes, and was nursed by a family near New a curiosity to know why the Alice Dean was burned, and assured him as a Mason that his property should not be years — over a quarter of a century — away here in far house, I should hear a man say he applied the torch to

The name of the little stern-wheel boat referred to in the

## RIVER REMINISCENCES.

(Reported for the *Enquirer* from Memory by Captain The following list of gunboats, rams and transports v summer of 1863: Mary T, gunboat; Missouri, iron-c fell, came out of Red River, passing New Orleans fly point at Algiers pulled down the Stars and Stripes and c from a Union gunboat of Commodore Farragut's fleet Mississippi fifty miles, where she met Commodore I her into the bank and deserted her after damaging her s Roberts; the General Quitman came out with a cargo o went to St. Louis; Nina Sims, Anna Perrot; the Falls C to prevent steamers from passing; the Twilight, Hon

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2, Vigo, Trenton, ram and gunboat General Beaurega Memphis: Charm, Andy Fulton, Eries Nos. 4, 6, 7, 1 Lafourch, T. D. Hine, Cleon, Colona, Planter No. 2, None of the above were des troied by the Union forces. her from being captured, beside losing some transport

*Memoranda.* — Steamer John Walsh left New Orlear

We left in port for St. Louis, steamers Wm. M. Mor Hiawatha. 7th — Met T. L. McGill at Natchez. 8th — Memphis just above; John Warner at Island 93. 9th — at same place. 10th — Met A. McDowell ag round at H with the current, and unless something should give w Champion above Memphis; Choctaw still hard ag rou taking freight; L. M. Kennett just starting over the b 8; Arago at Cairo, loading for New Orleans and woul also loading to return from Cairo. She was about ready a lot of mules. 13th — Met Alonzo Child at Wittenbur;

When we passed Napoleon the wharf-boats were filled called into requisition for the storage of wet barrels and damage by exposure, To Little Rock there was a chanr point they report twenty-seven inches.

The Mississippi above Vicksburg is fast assuming v The water on the principal bars maybe set down as foll Island 34, 8 feet; above Cairo, 7 feet.

Yours truly, E. T. C.

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## Chapter LXXVI. Steamboat *vs.* F

The following paragraph is copied because it claims to all its suggestions — not because this writer indorses i

True, the author of the paragraph, "R. F.," supposes he terms "new methods" are to be applied. What they a methods," of course, no one can predict without know

But he claims that "methods *now* known" will insure

Without speculating upon the results of the new meth already known, are so impracticable, on the Mississip discuss them. It is now more than seventy-five years s this country and Europe have produced has been devoted application of steam to navigation. The last twenty-fi methods, or if improved, no *new* methods. So far as 1 evidence to prove that there has been any improvement i

When the circumstances are fairly considered, the tim been equaled, and probably never will be, over the same

The proposition that passenger boats can and ought to Louis in seventy-two hours and back in forty-eight ho condition of navigation, or in any other condition that

No route, no circumstances in America, if in any othe steamboat to compete with a railroad except in towing in the Mississippi Valley.

The route between Louisville and Cincinnati is a fair i and extensively known for the excellence of their boats, free from snags, wrecks or

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other unknown obstructions, with a stage of water of 100 feet without interruption, and with a class of boats combined with arrangements with all connecting lines of railroad route — furnishing a good supper and a comfortable night's rest — the result is known to everybody — that ten passengers go

The same may be said of the travel on the Hudson River and Sound, and every other route where this competition exists.

Produce the *new methods* and if practicable there is plenty to be developed. But it is idle to flatter ourselves with methods

"*Editor of the Times*: I am glad to see that a suggestion for a route on the Mississippi from St. Louis to New Orleans is being made, and this is what is required to initiate a movement to recover the river by railroad competition.

Boats can be made to run quite as fast as average railroads within any time approaching railroad speed, would certainly be built, and the fast freight will soon follow.

On the time question, however, you do not aim as high as you should. Two days for the down trip, and three up, is what should be aimed at. There are any wide-awake men willing to go into such a business, and capable of entertaining some new ideas on the subject of river travel. Embarking examine into the merits of what may be shown

That they will see that a few thousand dollars' expenditure is a small measure than to risk all in old plans that have heretofore failed. It is also to be hoped that they will know enough never to attempt to run a large vessel against the current of the Mississippi River. The force of the old pattern can yield a sufficient thrusting force

Let them put no confidence in any engineer, who believes that the river has too broad

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or wide a surface of paddle, and consequently too great a resistance to the power that moves the boat, and when it moves the water moves, and the boat moves just in proportion to the amount of power more than the engine can overcome, it will move the boat up as the wheels of a wagon keep pace with the motion

From a recent letter over the signature of "A Clerk," published in the subject is considered from another standpoint:

NEW ORLEANS, Jan. 13, 1889.

"*To the editor of the Times-Democrat*:

"When the Ed. Richardson was sold to be wrecked we palaces which had given so much fame to the Mississippi it is told that her loss is that also of the last of the river and elegant steamers as the Lee, White or Natchez; they have fallen off there is no longer need or profit for such boats will build in their places freight camera alone, and of it is common to speak thus of steamboats, to belittle their grand and useful purpose, to so great an extent have they come to say a word in their praise or defense, that I beg a hearing for the misunderstood steamboat. In the first place it is not the Mississippi steamboat famous, for there were boats built before. The [Tecumseh](#) was one, a boat which in 1828 went to St. Louis then considered a marvelously fast run; the J. M. White has since then considered a marvelously fast run; the J. M. White has been beaten but once since. There was also the Princess which made trips in a month between this city and St. Louis. There was also the Princess here to Cincinnati in 1843 has not since been beaten. Also there are records of all records to Louisville, and the Princess and Natchez feats and boats like these, and not the

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record of any one or of three boats, that made the steamboat which will be but added to in the future, as surely as the palaces" gone forever. Some yet remain, and the Olive which "ginger-bread work" goes, is as elaborately finished and inside is claimed by some to be more beautiful than what great boats would have had time to waste in keeping at

There is also the Jesse K. Bell, though not so great in elegance within? Both of these boats, belonging to the running to Bayou Sara, have done as much business the same time. There is also the St. Louis and New Orleans city and St. Louis have the equal or superior of its boats. City of New Orleans, City of Baton Rouge and others finish, speed of elegance in cabin appointments, what? When was there the superior of such boats as the Gold Warren, Teche, the Lafourche, Whisper or the Paul fast and fine steamboat on the Mississippi river is not come, and all that is said or published to the contrary is

It is true that we may never again see a *fac simile* of the paying investments, there are those who believed that the expensive boats was more in the nature of pride and of do now, that he who had a boat that could be run without envied than him who had a boat that could be run but for have diverted business from the river, but the success for freight as in travel has done greater harm than all. than the means, and when their ways are more nearly in must, that time is everything, even of greater importance instead of taxing his

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and the ingenuity of others in planning the greatest canal builds and runs to attract and retain the custom he would competitor against whom none may prevail."

Respectfully,  
A CLERK."

If the following article from the *Railway Register* prove true. But as it has been furnished by a friend to river transportation to be lost sight of: —

### THE RIVER BUSINESS.

"Undoubtedly the first glory of the great rivers has been the traffic of the country from the days when the pioneer came down the Ohio to the comparatively modern period when the Rockies and the Alleghanies was the steamboat, for

Of the important work done by the lake and river boats there is literature that is world renowned. After the civil war rivers were so much more convenient and speedy.

The great lakes have not lost the commerce they possess as the traffic of the Western States and the Northwest is of the trunk lines and many of the small railways have taken them, to say nothing of the numberless small and sailing shores.

Water routes in the North and on the Atlantic coast are more important to the country than ever. Before the railways came they possessed the trade, but all of it was not a tithe of what it is now.

The popular idea is that the steamboat trade on the interior is comparatively unimportant. This impression is far from true. The cotton of the South, and the grain and other products of the other trade of the Upper Missouri, all was handled by steamboats because most of the passenger business went by river and

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on all of the smaller rivers. Unquestionably the railway has taken the business of the boats seems unimportant to those who

The proposed construction of new bridges across the Ohio river interests, and some figures have been presented which have always been the losers before the public on account of the companies furnish. The steamboat companies publish statistics of passengers and tons of freight carried, nor is their work compared with the railways.

But if the river trade could be calculated and measured it would be acquainted with it. It is, of course, true that the multi-

of the custom of the steamboats and is constantly diverted to the railways furnish facilities to towns which they did not get from the boats.

But after all, a little reflection will show that in some cases a big steamboat will carry a trainload of freight, and so the aggregate of freight carried is immense. Then the system is in favor. The bulk of the barge business consists of coal.

One steamboat recently took out of Louisville a tow of cars fourteen miles long. Pittsburgh alone sends out a train of coal, equal to 400,000 carloads of ten tons each. One steamboat railway on each side of the Ohio River could not accommodate it.

The Mississippi barge line in 1884 made seventy-four million tons of freight. The Illinois Central, on its 2,000 miles of track, made so the barge line business was nearly one-seventh as large.

The demand of the times is for cheap transportation, and the river, without any expense for maintenance of way or for the cost of railways. The rate of freight on the Mississippi barge line was

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was \$2.37 per ton, and by rail it was \$4.40. No doubt in some cases the boats, which run between St. Louis or Cincinnati and the Tennessee Rivers, and they enable the merchants of the interior to otherwise handle.

Freight by rail is being carried for a smaller rate than by water. On many roads it is hard to see how many further reductions can be made. As the competition is probable that the rivers will be more than ever relied upon, and may still go by rail, but all kinds of coarse freight will

Whatever increases commerce is for the benefit of the country and need not feel concerned over the larger business of the river.

Neither of the three foregoing extracts are based upon facts. The first one for the last 20 years so far as the waters of the Mississippi are concerned arguments based upon sophistry? Why consult our wisdom when we have facts patent to every one from which to draw our conclusions? It is advanced in direct opposition to what is known to be true. It is continued whistling while going through the graveyard. It is made to the towboat J. B. Williams taking from Louisville to 22,000 tons, enough to load a train of cars fourteen miles long. It can compete with water transportation. In the article of coal transportation an argument is necessary to prove that fact, in a high stage of

But how many months in the year is there water enough to tow half that amount?

That boat went through safely. But how often is it that? How long would any portion of that 22,000 tons of coal be used in Orleans in 1888.

The experience of those engaged in the business may be

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value in estimating the ability of water transportation. He has built another score of railroad bridges across the stream.

The correspondent in the "Times Democrat," over the fast and fine steamboats on the Mississippi River is right, the contrary is wrong in statement and effect." After reading Bell, as an evidence of his sagacity, he points to the St. Louis trade between this city and St. Louis have the equal or

This "Clerk" is probably from the interior, and not familiar with the number, and business they once did. He has forgotten the "between this city and St. Louis" twenty to thirty regular boats of the Anchor Line. He fails to state the melancholy and disastrous result of only *three boats*, and those comparatively small ones, which took twenty larger ones to do. Why attempt to deceive

In other chapters of this work this subject has been so fully treated, which river navigation can be partially restored has been so fully treated of it at this time and place is unnecessary.

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### Chapter LXXVII. Steamboating of Failure to Become Profitable

It seems a phenomenal fatality that has followed this general business on to these waters to the present time.

There are many causes that have contributed to the general fascination the business has presented to the mind of young men, the advantages of an education, and even to those, the free press, irresistible and disastrous in the end.

The fascination that enabled the early voyagers to meet the privations of pirogue and flat-boat life, has never lost its power to the present day. And yet none of them with the rarest exception, rule, the higher their wages the less they save and the less

The officers of steamboats in later years have differed from the immediate successors of the old barge and keel-boatmen in their attitude toward those pioneer craft to the earlier steamboats. In fact it was

for their crews. And for several years, it was from the generally selected, and for many years their successors, them.

Another cause that has contributed largely to the want of success with which boats could be built. At an earlier day they were even an individual, who represented any unencumbered man could build a steamboat without any money. Thousands of men sold their homes, their farms, and their all, by pledging them to build a boat. The result of course was to increase competition, and to ruin business, although perhaps only making a fair living for the men, often done by men who had no knowledge of the business.

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From this custom, too, many, very many builders were ruined.

Another cause for the disastrous result to this great industry was the dangerous character of the navigation.

It was not until about 1869 that the government could be induced to do anything towards improving navigation in a general way, so high that no price could be charged sufficient to pay the cost of other legitimate expenses. And even then, very few undertakings, and many of them were broken up that attempted it. And the result was to decline to insure, and consequently many boats were lost, a general result.

The usual rate on hulls on the Ohio and tributaries, and on the Missouri, Arkansas and Red River, was from 10 to 15 per cent, and from 15 to 20 per cent.

A great amount of litigation arose in the settlement of claims on navigation the courts were often appealed to adjust the claims, and differently interpreted in different courts and different results produced crimination and recrimination between the owners, and with attempt to defraud, etc., so that many owners decided they felt at all able to take the risk themselves. But the law was not able to take greater risks than the uninsurable ones.

The risk from bursting of boilers, breaking machinery, and other uninsurable accidents, and were generally excepted from policies issued a policy covering those risks. But in later years, the law was enforced, and manufacturers of boiler iron and steel had to improve the quality of that product, far less accidents have occurred, too, to the character and ability of engineers. Some of the losses on Western waters are undoubtedly attributable to too

Referring to losses of life and of steamboats, no period



the history of steam navigation has compared with the undoubtedly should be attributed to the poor quality of

The demand for boiler iron, to use in the construction be filled as fast as wanted. The result was a large quantity used indiscriminately.

The war having created an active demand for river traffic and 1865 was so great it was impossible to procure boiler consequence was many poor, unsafe boilers were put in and very soon after many of the boats went, and as human sacrificed on the altar of *avarice*.

Another prominent cause that has largely contributed to capital from this interest, is the lack of confidence the And this is incidental to the loose, unsystematic manner business men that have engaged in river transportation sufficient influence over the great majority to introduce business as will alone insure success in any business.

#### BENEFIT OF JOINT STOCK COMPANIES.

The persistent opposition against organized joint stock steamboating, tended to keep up an insane competition. And not until it was too late to secure the great benefits possible in many cases to induce their formation.

The opposition generally arose among the smaller stock employed on those boats, fearing, very naturally, they forgetting the necessity of more economy and less competition companies. But which finally were in many cases obliged railroad competition.

The following suggestive remarks are clipped from a correspondent, who evidently was engaged in the business the subject.

"Never, until the present loose and unguarded system of

prosecuting the calling shall have been dissected, and a remediable agent, will it deserve to rank or be classed upon pursuits, but continue, as it is, a game of chance — a upon the deal but upon the "turn up;" or you may confide "hide and seek," wherein one party, under the garb of until opportunity offers, aided by deception, to reach the

The great importance attached, and, as well, the risk attached

transaction of a business of such vast extent, while the duties of a carrier, are treated lightly or of tentimes dis misconception, or an unwarrantable disinterestedness.

Some few facts, compiled from a careful computation directly upon the subject matter under consideration, in connection; and, as the evil to be overcome is by far more trade, we have included only the boats engaged therein.

The number of boats belonging exclusively to the trade 29,000 tons. The total valuation at the present day, registered at \$985,000. The calculation of 10 per cent, interest given valuation amounts to over seventy-eight thousand dollars an average lifetime of a boat, in this particular trade, a service, as a compensation for the necessary outlay to build 20 per cent, of the whole, and amounts in the aggregate expenditure, in liquidation alone of interest, insurance 40 per cent, on the total amount of capital invested, and running or remaining idle. These boats furnish employment \$80,000.

Now, regard this matter in the light of a "joint stock" Yet should the fact of its distribution, in point of ownership render the common interest so rife with conflict!

In our honest conviction, the business referred to is upon which no one

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individually can avert, however cautious or prudent; but the many interests must alone be looked for to arrest the

The question very naturally arises, will they profit by some system consistent in its nature, and tending to the some fully competent organization, one in no wise based

The dependence hitherto predicted upon the business being was generally conceded remunerative, and continued to well be influenced by such direct competition as we find or more boats at the same point. Now, that a want of cause of all the trouble, cannot be denied; and they ask, spirit of rivalry discernable in the transaction of the rivalry query by saying, if they will pardon the presumption, the *necessity* for such a course."

In looking for the causes that have contributed to the failure we must not forget the vast amount that has been extorted incorporations for the privilege of receiving and discharging words, *wharfage* and even where no freight or passengers often been imposed for the privilege of landing to buy

The following, written several years ago on this subject modifications in those charges in late years.

## THE WHARFAGE EXTORTION.

*To the Editor of the Courier-Journal.* &

STEAMER WM. P. HALLIDAY, April 24, 1883. — unreasonable and inconsistent tax of your city government exorbitant wharfage tax from steamboats. A small tax recognized by all the courts where the issue has been made exorbitant, and ought to be resisted. Every one familiar with public landing in the valley of the Mississippi has been

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paid for many times over by the wharfage tax assessed on steamboat corporations have still the assurance of collecting so much that they do not unite in resisting. They may with the same confidence build wharves for the accommodation of citizens as wharves, which can consistently claim that they ought not to be allowed to be built. They can consistently claim that they ought not to be allowed to be built, if they keep the same in repair. But my objection is that they have been very generous and accommodating to the public. They have many new boats I have finished at their wharf. What is the objection as well as that of every other public journal and individual in the great valley, against the principle of this tax generally, and in this instance, at Cairo. Probably there is no other point in the valley where barges land as at Cairo; nor where so large an amount of cargo is landed. A soulless corporation has been countenanced so long in the valley which are so little benefited from the use of the wharf. The wharf was built expressly to protect the town site, and to form a landing for other individual purposes. Ninety-hundredths of all the boats are wharfboats, and never touches the improved wharf, and are not there. And even if it was not necessary to accommodate the public, the money collected would be more than enough to keep it in repair, except steamboat owners would submit to. Memphis affords an illustration of the same abuse, although not so entirely unjust. The wharfage charged is exorbitant and unjust. At Vicksburg no wharf receives some cargo. A boat the size and tonnage of the wharf is as unfortunate as to have \$1 worth of freight to discharge on the wharf land there. But it not infrequently happens that a shipper will land among them a little lot for Vicksburg. Of course, he is obliged to land there or abandon the business. If the

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money that is collected for wharfage was even expended on the wharf for justification. But judging from appearances there is no justification. It has been spent on the wharf proper in ten years. Of New Orleans with our river commerce knows full well of the extortion practiced there for many years. But I am glad to notice sign that the extortion expires. The idea of leasing out a public wharf to individuals to collect the tonnage from which the city derives its principal revenue is to extend your field of observation and give us a boom from

## LETTERS TO THE NAUTICAL GAZETTE.

In 1875 this writer prepared for a New York paper, dev series of letters on the "early history of steam navigati the *causes* of the decline of water transportation were d

In a letter published in that paper January 12th, 1875, th

As it fairly illus trates the situation even at this late dat leng th: —

"The direct and immediate cause for the great decline i course, the construction of so large a number of railro

It is not necessary for me, in this connection, to enter *mania* that has permeated every section of the country unwarranted and visionary, the present embarrassed co abundantly testify.

Such was the anxiety in every portion of the country fo cities, towns and individuals were besieged for subsid

The large profits and subsidies secured by the *projecto* kinds of rings and credit mobiliers to be organized, to unsuspecting community through whose section of co

After exhaus ting all the arguments possible to be broug issued and forced

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upon the market, through such agencies as Jay Cooke double, and, in many instances, more than double wha might have been expected. Some one *punctured* Jay Co country was thrown into consternation. Every one was matter? What was the cause of the panic?" And a goo country has expended more for railroads in the last twe the payment of the interest alone that is paid to Europe to come, saying nothing about the National debt.

Very naturally, every community, every interest is loo agricultural community is looking to the Grangers to cheaper freights, while they have already bankrupted th and low freights. The manufacturer is looking to an i seeks, in a reduction of the tariff, his salvation.

In the absence of surplus earnings to pay dividends, ra roads to find a remedy, and if there is no competing *u* prices satisfactory to themselves, adjourn to meet ag ai generally occurs within twenty-four hours.



Various remedies and devices have been discussed and transportation, but still the interest languishes, and still

A few years since, an average of one hundred new steam points on our rivers. In 1874 there was but a single boat kind, for freight and passengers, and but very few tow

The millions of money annually paid out for the encouragement has now been directed into other channels, and I leave it to economists to determine whether the ends have justified

The popular sentiment of the day is cheap transportation in the country have been built. Of what advantage to the

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transportation, if they are taxed so heavily to procure the pay for the article transported? But you will say I am rash so intimately connected, it is difficult to consider the

Another important reason may be mentioned for the great the great cost of navigating boats. Not that it is more proportion to the reduction of prices of transportation, nor can it be with the present cost of labor and supplies of many articles of outfit are high. The numerous Government than useless, is a heavy tax, and ought to be removed.

While Congress is appropriating small sums of money from our rivers, it is granting railroad and bridge corporations, far more dangerous to navigation. And if a recent States (that of insurance companies against the steamers future suits of a similar character, no other reasons mention transportation. In this case the court makes the monstrous recognize the right of railroads to bridge the streams, (and, by inference, sacrifice their property, and endanger and crew, of course), with the hope that they will ultimately nothing of the facts in the case, but am bound to support the evidence. But the assumption of Judge Davis in giving is simply terrible to contemplate, in connection with the encounter, and those that are probably to be built.

These bridge obstructions greatly increase the danger of much higher; in fact, it is very difficult to effect insurance our best boats, running upon rivers, at any rate of preference the railroads an unequal advantage in competing for freight

There are many other causes that might be mentioned

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have contributed to the rapid decline of this great interest. No one acquainted with the assumption of a rapid decline. No one acquainted with the fact that the water transportation can long continue to be successfully developed, and the thousands of idle men that have been removed to the country, and engaged in producing, instead of supplying for transportation, but little improvement can be expected. Men to secure freight at any price will be less apparent, and remunerative rates, leaving a large surplus for water transportation.

With the necessary appropriations for the improvement of the navigable streams of the valley, there is no doubt but that the coal and minerals, can be more cheaply transported, while we never need expect to see return to the river the interest in its thousands of elegant steamers, we may expect to see a greater than ever before witnessed.

Having written this much upon the subject of navigation, it is interesting to many of your Western readers if I should be able to connect with the more prominent individuals connected with this navigation, under circumstances should render accessible to me such information, I may expect to hear from me once again." E. W. G.

Among the many reasons for the lack of success in steam navigation, so many men engaged in it without any practical business, and their failure in business transactions was that they "could afford to compete with their neighbors."

The very low price at which old, but insurable boats could be bought, and the number of idle or incompetent men to combine and buy up the boats of a whole season to others who had a legitimate trade, and a more judicious manner. This, of necessity, caused the organization of the water transportation.

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postponed for a time the final collapse which has overtaken the water transportation.

If what the *expert steamboat book-keeper* says in another place is, whatever else may be said of the character and ability of the men engaged in it, doubt their *financial* ability, as demonstrated in the past, by their paying for them from their own earnings!" And still the water transportation is a popular mode of "option dealing," in which so many men are engaged, the only difference perceptible is in the latter case, a small change in the effects changes in customs, in modes of thinking and in the manner of doing business, and considered "sharp practice," now they are legitimate business, and lived too soon in the century.

## Chapter LXXVIII. Low Water Transportation.

Previous to the introduction of railroad traveling, long distances were traveled with much delay and discomfort, and only when it was absolutely necessary, by the first class passengers.

A great variety of water-craft was invented to facilitate travel would pay extravagant prices by water rather than

This writer calls to mind a trip on the Ohio from Louisville to Rockport. This was in the winter of 1850. The water in the channel at Rockport was only 16 inches deep. This was a great difficulty of crossing the lower Ohio will remember the difficulty of crossing the river but little better. This was during the palmy days of the theatrical men of the West and South. They, with their families, traveled regularly between the North and South every year, spending the summers at St. Louis, and the winters at New Orleans and Mobile. The "Cotton" at St. Charles at New Orleans must be opened. The coming and going to New Orleans was an important question. The

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going through by land was out of the question, and he

Boats that could run on 16 inches of water were not as plentiful. A boat called Daisy was found that could be gotten over 16 inches

The large (for that day) commodious passenger steamer, the *Mediator*, God bless and continue him for ever, was laid up at Rockport where the boat was owned. They made an arrangement to use two flat-boats, 16 feet wide and 60 feet long, covered with canvas to accommodate about 50 persons each, with sleeping apartments and berths for sitting-room purposes. These improvised accommodations had tables, etc.

Thus was provided the means of transit from Louisville to Rockport thence by the *Mediator*. Sixty dollars passage and no gratuity. The company were first in say, and had the choice of *state*

They numbered about sixty, and as there was many passengers it was a difficulty in filling all the rooms. The *Daisy* was about 16 feet long, the officers of the boat, and the ladies in the company, and the passengers I call to mind, Mrs. Russel, — mother of the late Mrs. Farren, then just married to "old man Farren; "Miss Parsons" — together with DeBar, Farren and Mr. Parsons, who was a man of eloquence. All names familiar to old theater goers at the

The gentlemen were allotted berths in the two flat-boats, and the ladies were all on the steamboat, it required the marshals to keep the boat lighted up enough to run at night. The ladies were called upon to "lighten boat," but when night came on shore, as there was no running at night.

After the first day out, the two annex boats became so crowded that they wanted to sleep to do so.

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Tables were improvised everywhere, and if there were : have been entirely new, and even the cabin of the Daisy parties .

But as all things terrestrial must have an end, Cairo w booked for New Orleans were transferred to the Media the whole crew of that boat, which had been laying up Daisy with reluctance. But as the crew of the Mediator put things in order, and get the boat off for New Orle

**ANOTHER MEMORABLE TRIP ON THE OHIO**  
Twelve months later, or in July of the following year, same course. Being on a trip from Galena and Dubuque Knickerbocker, found at Cairo a boat from New Orle the water was reported too low for her to reach her desti and transfer his passengers . Fortunately there were but those at Cairo were well accommodated.

At Paducah we came up with the Emperor, also from l She had also determined to go no further; not being ab Paducah. As all the rooms in the ladies ' cabin of the K kind remained, the inducement to leave nice rooms on a floor on a much smaller boat, in hot weather, required This the Southern families were not entirely prepared t investigation of the accommodations that could be had doing better on the next boat, they determined to make children and servants were gathered together and crowd filled, those only can appreciate the discomfort that ha

Unfortunately all travelers are not philosophers and it s discord on board, and that without great care and forb open rupture was inevitable. Nothing was satisfactory

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was divided into four groups or circles , agreeable to th the original party coming from St. Louis and the Upp Cairo, the party at Paducah, with one more from som themselves in groups through the cabin, each watchin were several children and servants of various nationalit to raise an issue at any moment.

After making many changes , appealing to the courtes to exchange them, and to others to vacate theirs , to acc threatening clouds seemed to break away a little and ga cabin and a more cheerful atmosphere on deck.

But alas , how deceptive appearances . It was only a calm question of slavery, that culminated near a quarter of a Charleston harbor never failed to arouse the "Southern in the presence of the *chattel*.



As was customary at that time, for Southern families anxious, from either North or South, to raise an issue

There was, unfortunately, two gentlemen from the North who had been appealed to vacate their room to accommodate the ladies, called upon to do, and consequently a sectional feeling was lost nothing by being repeated.

The result was a general irritation all along the line, and both sexes seemed eager for the fray. The clerk of the boat and the captain was sent for to allay the excitement.

A little explanation and an appeal to the bar-keeper generally allayed the excitement, always lasting.

The late Captain James B. Eads, then a young man of 25, was on the boat, and with the suavity that characterized and popularized him as a captain and quiet the irritation, especially in the ladies. The river and the trip was slow and tedious.

But as we approached Louisville, which was on the 4th

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July, and there seemed a probable termination to the disagreeable atmosphere pervaded through the large company. It was proposed we should celebrate the day by having a Fourth of July dinner, of an oration, toasts, songs, wines, etc.

That sentiment prevailed, and there was a reasonable hope that many forebodings and prosecuted under so much discom-

### FOURTH OF JULY ORATION AND DINNER.

The dinner was prepared from the best that remained of the supply from the barnyard of a well stocked farm on the river, and his exhausted stock at Evansville. The orator of the day was on board — the toasts prepared and the songs arranged. At the dinner the orator of the day, Judge — from Vicksburg, at the head of the ladies first, then supplemented by the rank and file, and a *meal* on the Knickerbocker.

Everything went without saying or ceremony, especially the oration, patriotic and very enjoyable. The first regular toasts were

But as the wine began to inflame the brain and excite the passions, the patriotic and more sectional until at length they became individual gentlemen who had declined to give up their seats. It did some of the party become that pistols and knives were drawn in the resolute action of some of the more conservative, the party many similar ones from the same cause in the ante bellum

But as we were approaching the mouth of the canal at land, the excitement subsided and order was restored.

Thus ended the second low water trip on the Ohio River.

Of the two, the first one was far the most enjoyable, for when it comes to compensation no practical boatman would

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## Biographical. Old Steamboatmen

### Captain Jacob Strader.

The following biographical sketch is from the pen of a cotemporary and an associate with this old veteran: —

"Capt. Strader was born in Sussex County, N. J., 1788, of the pioneer merchants of this young town of the West. Mr. Strader's uncle; J. S. was his confidential clerk and Mr. P. was a banker and the subject of this article was in the years immediately succeeding the war, 1812, making complete failures. Among the general crash the number, and so the subject of this sketch sought other employment on the steamer Gen'l Pike. For about a year he was in the office of duties as commander began, with James Gorman as clerk established in 1831, Capt. S. was made a director; was retained till his death, which occurred in 1860. He was on the Ohio River Railroad. Had amassed an ample fortune. Left two children, a son and a daughter, the wife of Colin Woolley, formerly of Lexington, Ky."

Capt. Strader was one of the few successful steamboatmen in time to fall into line with its great rival and more for

Coupled with his sagacity, his enterprise contributed to the West, and especially in the establishment of that of "Cincinnati & Louisville Mail Line."

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NEW ORLEANS & LOUISVILLE PACKET STEAMER  
"Built 1826, at Cincinnati; launched with steam up and

She was 174 feet in length, twenty-three feet beam, nine

Floor timbers 6x8, six inches apart, every fourth timber six inches thick.

Ladies' cabin in the hold, aft. Gents' cabin on the main

Six boilers, eighteen feet long, thirty-six inches diameter cylinder; six feet stroke.

Time from New Orleans to Louisville, April, 1828, e

Abe Tyson, Captain. Joe Arthern, Clerk.

She was owned by B. Hayden & Co. and Samuel and Jo

## Captain "Alex" Scott.

Among the old and familiar names that the people of S remember with pleasure in connection with early steam universally respected as an enterprising, active business in the St. Louis, Pittsburgh and New Orleans trades. always making a hand himself at whatever was to be d

When the boat was under way he was always to be found fireman. When landed, he was among the first on the freight. He never stood a regular watch and seldom slept. "Harry" was his usual bye-word, and an exclamation he "about decks" subjected him to some practical jokes frequently authenticated. A favorite position, and one he often res sitting on the capstan. One night when coming up the his large boats, and carried a large battery of boilers, he dropped to sleep. By a concerted plan the boys had arranged turned the capstan part way around,

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which so reversed his position that he was facing the l dropped to sleep. At a given signal the firemen threw a crew at the same moment aroused the captain, who upon so glaring a light from the whole battery of boilers, w jumped from his perch on the capstan and cried out at the Lord Harry she will be into us."

The joke was so good that after discerning it, he joined Madison was the last boat Capt. Scott ever commanded

While the old gentleman was not exorbitant in his views contended the competition was too great for him, and : 1839. As an illustration of his views of doing business Knickerbocker, met the Madison in New Orleans in the Cairo had been closed by ice for some time, no other boats there from St. Louis all anxious to ship, and it was proposed could get to Cairo.

The price of freight was at that time fixed by common Madison being a large boat for that period wanted a good they knew Capt. Scott's accommodating disposition and was, the Captain said to me, "We had better reduce the merchants," etc., etc. As freight was abundant, and they objected. But we finally compromised by charging 50% up at once.

After leaving the river Capt. Scott removed to Pittsburgh agreeable to my recollection.

In the *Missouri Republican* of March 20th, 1822, is the following:

"The beautiful new steamboat, Pittsburgh & St. Louis, left St. Louis Thursday last in ten days from Pittsburgh. She left the river against the rapid current of the Missouri."

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## Captain Isaiah Sellers.

This name will be recognized by all steamboat officers and the introduction of steamboats until the time of his death at Bellefontaine Cemetery, St. Louis. In manner and in character of his river associates. He was a strictly moral man, worthy of respect. He was a *pilot* by profession, and proud of his boats. He had the confidence of business men as well as of the necessary for either to know if "Sellers" was on board or not well. The boats he was on were always popular with passengers. A gentleman wanted to send his wife and family to any port that Captain Sellers was on always had the preference; and the cabin was generally deserted.

"Mark Twain," in his very entertaining work of "Life on the River," attempts to interview with several pilots on the occasion of "Mark Twain's" experience on the Mississippi, the conversation turned to an earlier date.

Among others, that of Capt. Sellers, as a sort of central figure, become a central, or a prominent figure in the Bellefontaine under a very beautiful marble monument with a full length of a steamboat, which had been prepared by himself some

Those who had the privilege of Capt. Sellers' acquaintance, "Twain's" estimate of his characteristics and nothing else illustrates the genuine nobility of Mr. Clemens' nature.

*Sellers.*

TWAIN'S REMARKS.



"He was a fine man, a high-minded man, and greatly very tall,

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well-built and handsome, and in his old age, as I remember, and his eye and his hand were as strong and steady, and young or old, among the fraternity of pilots. He was the first pilot before the days of steamboats, and a steamboat pilot surviving at the time I speak of, had ever turned a wheel of sort of awe in which illustrious survivors of a by-gone era, how he was regarded, and perhaps this fact added some weight which had been sufficiently stiff in his original state.

He left a diary behind him, but apparently it did not date, said to be in 1811, the year the first steamboat disturbed the death a correspondent of the *St. Louis Republican* called

"In February, 1825, he shipped on board the *Rambler* on three trips to New Orleans and back. Then the General was during his stay on this boat that Capt. Sellers introduced lead. Previous to which time, it was the custom for the were wanted. The proximity of the fore-castle to the pilot how different on one of our palaces of the present day.

In 1827 we find him on the steamboat, *President* a boat Smithland and New Orleans.

Thence he joined the *Jubilee*, in 1828, and on this boat his first watch extending from Herculaneum to St. George

On May 26th, 1836, he completed, and left Pittsburgh 10 tons, and the first boat with a state room cabin, ever so

In 1857 he introduced the signal for meeting boats, and universal custom to this day; in fact, is rendered obligatory

As general items of river history we quote the following

"In March, 1825, Gen. Lafayette left New Orleans for  
"In January,

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1828, twenty-one steamers left New Orleans wharf, to

"In 1830 the *North American* made the run from New Orleans record to that date. It has since been made in two days and made."

"In 1832 the steamer Hudson made the run, from White to New Orleans, in thirty hours. This was the theme of much talk and speculation."

"In 1839, Great Horse Shoe Cut-off was made."

Up to the present time, a term of thirty-five years, we have made 460 round trips to New Orleans, which gives a distance of 18,400 miles, on an average of eighty-six miles per day.

Whenever Capt. Sellers approached a party of gossipy pilots, whenever six pilots were gathered together there would be a contest of wits, and the elder ones would always be showing off before the younger ones, how callow they were, how recent their nobility, and how much they had learned vaporously of old time experiences on the river, always as they could, so as to make the new men feel their newness, and how old the old stagers in like degree. And how complacent bald-headed men of ten and twenty years, and how they did enjoy the effect of their superiority on the youngsters, and perhaps just at this stage of the process, that real and only genuine son of antiquity, would drift into the conversation, a silence that would result on the instant and imagine the effect of their recent audience when the ancient Captain would come in with a reminiscence about islands that had disappeared before the oldest bald-head in the company had ever set

Many and many a time did this ancient mariner appear to the pilots, and a disaster and humiliation around them. If one might be said to go back to the misty dawn of river history, and he never used to

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island that then existed, or give any one a name that any one had used before.

If you might believe the pilots, he was always conscious of the State of Mississippi, for instance. No, he would never speak of the State of Arkansas now is; and would never speak of any other way, but leave an incorrect impression on your mind.

No, he would say, when Louisiana was up the river from the west side."

The old gentleman was not of literary turn or capacity, but he was full of practical information about the river and sign them *M. Picayune*.

They related to the stage and condition of the river and the fact that it contained no poison. But in speaking of the stage of the river, he was pretty apt to drop in a little remark about this being the lowest stage of the river, at that particular point for forty nine years, and then to follow it with parentheses, with some such observations, and say "rightly." In these antique interrogations lay poison and

chaff the "Mark Twain" paragraphs with unsparing

It so chanced that one of those paragraphs became the

I burlesqued it broadly, very broadly, stringing my fact  
thousand words.

I was a "cub" at the time; I showed my performance to  
print, in the New Orleans "True Delta." It was a great  
sent a pang deep into a good man's great heart. There was  
Captain.

It laughed at a man to whom such a thing was new and  
though I do now, that there is no suffering comparable  
is for the first time pilloried in print.

Captain Sellers did me the honor to profoundly detest me

When I say he did me the honor, I am not using empty  
thoughts of so

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great a man as Captain Sellers, and I had wit enough to

It was distinction to be loved by such a man. But it was  
because he loved scores of people, but he did not sit up

He never printed another paragraph while he lived, and  
anything.

At the time the telegraph brought the news of his death  
journalist, and *nom de guerre*. So I confiscated the article  
best to make it remain what it was in his hands — a sign  
in its company may be found as the petrified truth. He

The captain had an honest pride in his profession and  
before he died, and kept it near him until he did die. It is  
Cemetery, St. Louis. It is his image in marble, standing  
and confront criticism, for it represents a man who in  
cinder, if duty required it."

## Captain John W. Keiser.

Among the few pioneer boatmen of the Missouri River  
the name of the gentleman at the head of this article will  
worthy and persevering of all those that have made their  
anchor in a haven free from the cares and anxieties atten

He was born in Fayette County, Kentucky, in 1801; moved to St. Louis in 1820, and built the *second steam mill* west of the Mississippi (Charles.)

In 1837 or '8 his mill, which was built near Columbia,

He immediately went to St. Louis with the intention of joining the friends, Pierre Chouteau, Jr., and Capt. Sarpie, including Peters, a single engine boat, built by them for *the fur trade* at that time on the Missouri River.

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This was his first experience as a boatman. But at that time and the versatility of his talent soon placed him in the first rank.

His next boat was the Antelope, which he purchased at Pittsburgh; had her lengthened and her name changed to the Trapper.

The American Fur Company bought the Trapper, and named by Mr. Chouteau in honor of that tribe of Indian personal friends. He built, in 1843, the Emelie, named after his daughter.

In 1844 he retired, until 1847, when he purchased the Belle Missouri.

The following year he purchased the Julia from Capt. Keiser.

She was destroyed in the great fire at St. Louis in 1849.

Soon after this Capt. Keiser was taken sick and retired, never recovered, but crossed the river for the last time, leaving an interesting family, and a worthy example of strict integrity, which all that had the privilege of Captain Keiser's acquaintance will remember.

## Captain Joseph Throckmorton.

Among the old and prominent boatmen in the valley of the Missouri, familiarly connected with early navigation, none will be so well acquainted on the rivers above St. Louis than that of Captain Throckmorton.

Among the first steamboats he commanded was the Republic, in the trade.

Subsequently, or in 1830, he and Capt. G. W. Atchers were employed in the same trade.

In 1832 he built the warrior, which was a side-wheel boat, and towed a barge for the accommodation of passengers. It was the first of the kind on the Missouri.



and the Warrior was employed to transport the governor's  
Bad Axe, on the Mississippi, a short distance above Peoria  
active part and, while not seriously injured, the boat ca

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from Indian bullets for some months. After continuing  
Upper Mississippi, he built the St. Peter in 1835, and the  
Burlington, and in 1842 the Gen'l Brooke.

Subsequently he built and purchased several boats which

His experience in river navigation was no exception to

While he was an exceedingly careful and competent commander,  
qualifications could overcome the embarrassments all but  
few that have succeeded are the exception.

For several years (about 1850) Captain Throckmorton ran the  
Company and those that had occasion to transact business with  
agreeable suave manner in which they were always received  
such, adjusted.

If that Insurance agency did not succeed in St. Louis in

Subsequently Captain Throckmorton returned to the office  
represented, but with far less success than his long and  
that ferries but one way in 1872 — aged 72 years.

## Captain George W. Atcherson.

Was one of the pioneer boatmen on the Upper Mississippi  
the navigation of steamboats. The Winnebago came from  
Captain Throckmorton, and continued to run her on the river  
three brothers, John, Mark and Samuel, all of whom were  
his influence and assistance.

His only child, George N., also followed the river as a boatman  
before his ability as a boatman was developed. The father was  
excellent builder and built several of the best boats then on the  
Governor Dodge, the Amaranthe and before these, the

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names that will revive pleasant recollections in the mind of  
earlier years of steam navigation.

Captain Atcherson often commanded his own boats and was  
to his passengers that was then on the river and even up

than were Captain G. W. Atcherson's.

## Captain C. K. Garrison and Wm. C.

The subjects of the following comments can hardly be boatmen." But as there is no class to which they properly belong, they are a worthy class of old boatmen and are sure neither will be

It is to be regretted that the friends of many of those who have crossed the river for the last time, have not availed themselves of the opportunity to bear testimony to the nobility of character of many of the boatmen with whom they were associated and are now only remembered

Few of the present generation living in the Mississippi valley have a personal acquaintance. Although his connection with the river and his subsequent life and brilliant career in California entitled him to be remembered by the boatmen of this valley.

While it is not possible to follow him through his short life, a synopsis will recall him to the memory of many who knew him

This writer's acquaintance with Mr. Ralston dates from his early days in the Constitution.

When the California gold excitement broke out Capt. Garrison left his interests in St. Louis and proceeded at once to California, among whom was Mr. Ralston, then a young man not yet twenty

Capt. Garrison's sharp perceptive faculties, which made him a successful business man, had enabled him to see in young Ralston the brains and energy

Their trip across the isthmus was full of annoyances and hardships, and until the

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railroad was built. This suggested to Garrison that there was a market while everybody was rushing on to California, believing that the Isthmus, if any one could be induced to locate there

Ralston was his man; Garrison staked him, gave him a house, and for two or three years did a very lucrative business in San Francisco and soon climbed to the top round of the ladder. He was instrumental in introducing many greatly needed reforms and was an important factor in many business enterprises, out of which he made \$3,000,000, and a young wife with no children.

Ralston subsequently located in San Francisco and engaged in every new enterprise that promised success.

To no other man was San Francisco so much indebted to Wm. C. Ralston. No one appealed to him for assistance in building a railroad, a hotel, or a manufactory without receiving it.

His financial ability placed him in the front rank among the capitalists of the West.

He soon became president, director and cashier of the Bank of California, and was the soul of the institution, although he was nominally only the cashier after he left the Mississippi. He was the soul of general enterprise.

His residence, 25 miles from San Francisco, was palatial. A description of it has so often been given by tourists and writers that it is unnecessary to describe it here. It was reached by railroad, although Mr. Ralston preferred to travel by stage, which is about 10 months out of the year in good weather, and his time was limited to half way.

His stables were stocked with the best horses that could be had. A horse was of no use to him except on his ranch. Forty he kept, and I have counted 52 different vehicles of his own.

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ways open and the general rendezvous for all respectable people.

His application to business was untiring, and however busy he was, he never allowed it to interfere with his habits. He always started for the office in time to meet the guests remaining at his home at that time. Those who, at that time, enjoyed that recreation, were always on the program. In fact his residence was more like a fine hotel at a fashionable place.

But at length a panic came, when he least expected it, and a large draft upon the bank had made. The run upon the bank was so great that he had to lock the doors and call the police to clear the house. At no time in the history of the city had the excitement in San Francisco run so high.

A casual examination of the bank's books revealed the fact that he had withdrawn \$2,000,000. A meeting of the directors was called in haste, and everything he possessed in liquidation for his estate and everything he possessed in liquidation for his estate, the disposition could be made of his effects, the bank would be able to meet its obligations.

He had not intended to defraud the bank, but had failed to meet the expectation of making them good when the tide of business had turned.

After mature deliberation the directors determined to ask for his resignation.

He was called to their room, and after hearing their decision, he resigned the bank and was never again seen alive by any one of his associates.

His body was found floating in the West Bay, about a week after his disappearance.

His proud spirit could not endure the mortification he announced of his death produced greater excitement in California, two days before.

The overdrawing of his account was the first mistake to the stock-holders.

The second and last act was a far more fatal mistake. In his disgrace he probably

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would not have been prosecuted, and within 12 months if not his position in the Bank of California, which was

Mr. Ralston's position in the bank was subsequently filled by Thomas Brown, who still occupies it, to the great satisfaction of those who are casual visitors to the Pacific Slope. He, too, was a passenger on the steamboat, and will be remembered with pleasure by those of the *fifties*.

An incident is related in which the peculiar characteristics

A Mr. Harrick Martin, living in St. Louis, became a passenger on the California, and, having so much confidence in him, he passed on and Mr. Martin removed to New York with his family, and became reduced and was in great want.

A mutual friend knowing the circumstances told Mr. Martin of his sorrow at his benefactor's circumstances, and inquired if he could do anything for him. One of the banks in New York notified Mr. Martin that he would pay on his order.

Presuming there was some mistake he called at the request of the astonishment found it as stated. And also that his confidence

Among all the worthy and the unworthy and talented men who have been on the Mississippi River steamboat probably no two have ever conducted a business enterprise as did Messrs. Garrison and Ralston.

Their connection with the river was not of long duration, but they have left their impress upon its commerce. But their success was subject to a competition inherent in itself, if not from other important factors), which must inevitably reduce the basis.

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### The Venerable "Davy Hiner."



(From an old timer.)

"A generation or so ago, there were but few steamboats that drew less than five feet when light; few that were not bound from Orleans to Vicksburg in four days; few that failed to have that had more than one captain at a time, either on board or a full supply of captains from the agents to the chamberlain, the porter, each one "runs the boat." Capt. David Hiner in his boat, the mate wanted a new hawser; the steward wanted a doctor, the porter was bound to have a new badge for his coat, the window of her stateroom, and would have it. Capt.

This manufacture of commodores by the dozen, cheap gratification of personal enmity by epithets to boats, in the department of a dignified daily newspaper and to the independent journal should not be prostituted in this way. Make your own employer. This river department of a paper should be in the channel, avoiding the "rocks and shoals" of poetry.

## Capt. Henry W. Smith.

No man in the period in which he was engaged on the river showed more perseverance.

His advent on the river, from a country store in Missouri,

The General Lane, a Missouri River boat, gave him a position

From that position he soon succeeded in elevating himself and soon after to the St. Louis and New Orleans trade, and the war.

Soon after that he was appointed inspector of hulls by the government, filled with credit and

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satisfaction until he was appointed to the office of Superintendent of the Co.

At the death of Capt. John J. Roe, Capt. S. succeeded him, and the company developed into one of the great possibilities.

He comprehended the situation, and moved to the front, building more boats than had ever before been built on Western waters. The Louisville Mail Line, was built and put into the trade.

He had a mechanical eye and his genius enabled him to see what was quick to perceive, and had decision of character shown

He was genial in temperament, and fraternal in his associations.

judgement, and admired his frankness. His executive officer in political or business organizations, and his valuable auxiliary in all new enterprises.

The loss to the community of steam navigation interest of Capt. Henry Smith than from that of any other that

He passed away in 1870, leaving an interesting family

## Capt. John Klinefelter.

"Mark Twain's" experience during his steamboat life portrays so much that is true to life and in accordance with illustration need be sought than is given in his very in liberty to make some quotations, which I am satisfied they may have read them before.

During his apprenticeship and while he was yet "Bixby" steamer Pennsylvania, Capt. John Klinefelter, the subject who seems to have been a very disagreeable fellow, besides principle, was employed on the boat at the time. Capt. subjected him to rudeness and imposition from this kind they were in his employ,

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and he would submit to almost anything, before he would

The following incident so faithfully illustrates his character as pilot of the olden time, whether his name is Brown, Johnson, excused. Mr. Twain continues: —

"Two trips later I got into serious trouble. Brown was brother appeared on the hurricane deck, and shouted to Brown gave no intimation that he had heard anything. take any notice of an under clerk. The wind was blowing (he was not) and I very much doubted if he had heard the spoken. But as I had only one I thought it would be judicious enough, she went sailing past the plantation.

Capt. Klinefelter appeared on the deck and said: "Let me not Henry tell you to land here? No, sir. I sent him up for good it done, the dod-derned fool. He never said anything to me. Of course I did not want to be mixed up in the business." "Yes, sir."

I knew what Brown's next remark would be before he uttered heard anything of the kind."

I closed my mouth according to instructions. An hour

what had been going on.

He was thoroughly an inoffensive boy and I was sorry no pity on him.

Brown began straightway, "Here, why didn't you tell me you, Mr. Brown." "It's a lie!" I said — "You lie yourself."

Brown glared at me in unaffected surprise and for as much as he shouted to me — "I will attend to your case in half a minute in the pilot house, out with you." It was pilot law and must be obeyed. I stepped on the upper step outside the door when Brown with a sudden

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lump of coal and sprang after him. But I was between, and he got the honest blow which stretched him out.

I had committed the crime of crimes, I had lifted my hand against a fellow-creature, I was booked for the penitentiary sure, and could not be booked on any other account with this person while I had the chance. Consequently I spent a considerable time.

I do not know how long, the pleasure of it probably made me forgetful of time.

But in the end he struggled free and jumped up and sprang out of the pilot house. All this time there was this steamboat tearing down the river with nobody at the helm! However Eagle bend was two miles long and deep and the boat was steering herself straight ahead. It was only luck — a body *might* have found her charging into the rocks.

Perceiving at a glance that the Pennsylvania was in no way to be clubbed into fashion and ordered me out of the pilot house, with a look of being afraid of him now, so, instead of going, I carried on with my precious speeches for him and put them into good English, pure English over the bastard dialect of the Pennsylvania. I had done his part to admiration in a cross-fire of vituperation. He laid his head on this kind of controversy. So he presently laid aside his head, and I retired to the bench.

The racket had brought everybody to the hurricane deck. I was looking up from the midst of the crowd. I said to myself that I was so fatherly and indulgent towards the boat's family that I could be stern enough when the fault was worth it. I tried to be stern to a man who had been guilty of such a crime as mine, committing a steamboat alive with passengers. Our watch was nearly ended. I tried to get a chance to slide ashore.

So I slipped out of the pilot house and ran down the steps. I was in the act of gliding

within — when the captain confronted me. I dropped my gun or two then said expressively, "Follow me."

I dropped into his wake and followed him into his parlour now; he closed the doors and sat down. I stood before him

He looked at me some little time, then said:

"So you have been fighting Mr. Brown?"

I answered meekly, "Yes, sir."

"Do you know that is a very serious matter?"

"Yes, sir."

"Are you aware this boat was plowing down the river for

"Yes, sir."

"Did you strike him first?"

"Yes sir."

"What with?"

"A stool, sir."

"Hard?"

"Middling, sir."

"Did it knock him down?"

"He — he fell, sir."

"Did you follow it up, did you do anything further?"

"Yes, sir."

"What did you do?"

"Pounded him, sir."

"Pounded him?"



"Yes, sir."

"Did you pound him much, that is severely?"

"One might call it that, sir; may be."

"I am deuced glad of it! Hark ye! Never mention that I and don't you ever be guilty of it again on this boat. *B* threshing, do you hear? I'll pay the expenses. Now go, you. You have been guilty of a great crime, you whelp

I slid out, happy with the sense of a close shave and a r himself and slapping his fat legs after I closed his doc

When Brown came off watch he went straight to the c the boiler-deck, and demanded that I be put ashore at N

"I'll never turn another wheel on this boat while that cu

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stays." The captain said — "but he need'nt come aroun

"I won't even stay on the same boat with him, one of u

"Very well," said the captain, "*let it be yourself,*" and

Any one who knew captain Klinfelter intimately will n Twain's narrative.

Nor should they doubt the untimely end of the unfortu on the return voyage, as described further along in the Woodruff, on her way to New Orleans, was the first after the explosion, as it lay at the Tennessee shore at tl Helena, some four hours after the tragic event.

Mr. Clemens does not overdraw the picture. It required

Many of the wounded who were able to be removed from steamboat and desired to return South, from whence th and made as comfortable as scalded and dying people ca mattresses, with the mercury at 100.

Those that survived were taken to New Orleans; those Mississippi (where thousands have found a temporary currents of that treacherous stream shall have invaded t its treasure, but engulfed the grave and its surrounding

Most of the passengers and the crew belonged at the Ne

going up stream.

The A. T. Lacy was the first boat from New Orleans. This was at a period which "Mark Twain" says pilots autocrats on any boat upon which they were employed. a pilot only at the option of the pilot's association. The Brown, who declined to remain on the boat unless "Bix" his life probably saved in consequence.

Mr. Brown with many others were never seen after the

Captain Klinfelter continued on the river a few years after

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the loss of the Pennsylvania. But subsequently retired at where he spent the remaining years of his life in the quiet varied experience in the precarious occupation of a boat

## Captain D. Smith Harris.

One of the oldest boatmen now living (1889) is Captain length of time he has been in active service either as a company with a brother, R. Scribe Harris, built a little ran from the lead mines to St. Louis for two or three years accommodations for passengers and but little for any

But the "lead mines" of Galena were then producing large emigration. The Harris brothers were alive to the situation built a much larger boat at Cincinnati called Smelter, which Cincinnati and Galena with flattering success.

No boat up to that time, on the upper Mississippi had always had more passengers than she could well accommodate characterized all fast boats at a more recent date.

After the Smelter the two Harris brothers built several Upper Mississippi trade; among them was the Otter,

They bought the West Newton after emigration set in to St. Paul, early in the history of that very active and Capt. Orrin Smith, who was the first President of the Company," principal office at Galena. Captain Smith Cincinnati, St. Louis and Galena trade. He built the first in that trade and made for himself an enviable reputation companionable gentleman. No man stood higher in the those who knew him best, than did Captain Orrin Smith recollection of his contemporaries.

## Captain St. Clair Thomasson.

Among the old boatmen in the antebellum period there is no one who had more pleasure than the subject of this sketch by those who had known him. Capt. Thomasson was born in Louisiana. His father was a planter. By some infelicity in the family young St. Clair left his father's home and it or claimed any kinship.

The best record extant of him places him in New Orleans in 1818. He was then Shute in supplying plantation stores with dry goods, but in 1843, when they embarked on the river and built the steamer *Shute* at New Orleans and that city. Their next boat was the *Concord*. After disposing of her, they built consecutively within a few months three more. The three was built without a passenger cabin, although it was of the character for a few passengers. This boat was strictly a freight boat and was burned in the Yazoo River during the war, to prevent its capture.

Subsequently Capt. Thomasson removed to St. Louis where he built the largest and finest boat that had ever been built, or had ever acted as a kind of cabin master on this boat and some of his boats. The war having pretty nearly exhausted his resources and broken his health.

He passed from this life at Niagara Falls, August 2nd 1850, within the sound of that sublime cataract that had for centuries invited the tastes to its borders, and where he always expressed the greatest admiration.

The *Niagara Gazette* of that date closes a worthy tribute to a man, unselfish and true, with a heart overflowing with kindness and respected by all. Now that he has gone, sadness and sorrow are the lot of those who loved him.

Capt. Thomasson was never married and left no known relatives.

The late Capt. Shute and his daughter, who had been a friend of his when he passed the river, were the only ones who survived him.

whirlpool for the last time, and contributed all that could be done to his relief.

Capt. Thomasson was an eccentric man, but his genial and kind nature made him a favorite with the traveling public.

In the spring and early summer, when the cotton season was on, it was customary for him to make two or three trips a year as a passenger travel that always went North to spend the summer months in the States.

His boat, with many others at that time, advertised in the

their departure. Whenever the register of his boat was accommodated with a stateroom, no more would be re-

Unlike many others, he would refuse all applications v

The sumptuous fare that was provided, and the elegance of his staterooms with the best class of passengers at a pr

Families, and ladies traveling by themselves, were a sp

He was known as a great ladies' man wherever he went, a number of children hanging on to him, or was escorti

His uniform politeness and suavity in the presence of all, and his generosity was proverbial wherever known.

Capt. Shute, who always acted as clerk, or agent, on T. He was a man, and if any credit was due to him for the good man, he claimed it.

Although it was very evident to friends that he was ready to retire, the first two boats they owned were contracted for and he remained in Orleans in 1886, at the advanced age of eighty years, r

Thus, after contending with the turbid waters of the Mississippi navigation for so many years, two of the prominent "ladies" "crossing," and entered a haven where waters are light and calm, struggling with the reverses incident to the life of a bo

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## Captain Charles S. Rogers.

Communicated.

Was born in New Hampshire, 1816; was left an orphan at the age of an uncle, with whom he lived until he was eight years old, where he lived with another uncle until 1832, when he entered the service of Hon. S. R. Lyman, where he remained until he accepted a position in Louisiana in 1838.

His first experience on the river was in the capacity of clerk, and has been continuously engaged either as clerk, captain, or agent of boats on the Mississippi, Missouri, or Illinois River.

There are very few, if any, men engaged in steamboat navigation so constantly engaged as has [Capt. C. S. Rogers](#). He is the man that organized, and for more than forty years ran the Mississippi and other rivers.



In the forty two years the Naples Packet Company was own twenty-three steamboats, beside numerous barges

They were of varied capacity — some of them of the la very light draft.

They were built for different trades, and navigated near Valley.

Of the ten original stockholders in that company, with survivor.

His erect and robust form may always be seen during the remaining old landmarks that did business on the street importance to require an Exchange. For one so long and exhausting duties of a river life, he is remarkably well may not long survive the allotted time of "three score a

If the declining interests he has so long and faithfully to make him a millionaire, it has not been from losses testify who know him well. Ed.

## Captain Owen Finnegan.

Mobile, Ala., April 22, 1889.

*Capt. E. W. Gould, St. Louis, Mo.:*

DEAR SIR — In compliance with the promise to tell you interest of this port for publication in your forthcoming with myself.

I landed in Mobile in the year 1847, on the steamboat G the boat.

During the 42 years I have been constantly engaged in a large number of boats.

Among which I will name, Nyanza, R. E. Lee, John all of which, save the Maggie F. Burke have passed from goes.

The Burke I am still running as a weekly packet to Selma

Capt. Jno. Quill and A. Newmister own the Nettie Q

The Mary Elizabeth I own, with my associates. These

The T. L. Tally, Mattie B. Moore, Hard Cash, C. W. Bigbee and Marion Rivers at the present time.

In the ante bellum days, before the railroads invaded our

In 1852 or 3 we had a chartered company known as Cox and conducted the trade on all these rivers that are tributaries during the winter and spring, nearly to the head of navigation.

In 1857-8 the receipts of cotton in Mobile from these rivers were a little over 100,000 bales.

Cox, Brainard & Co. owned many fine boats. Among them the Messenger, I. I. Cox, master; Magnolia, W. F. Jones, master; Le Grand, G. W. Clondin, master; H. I. King, Owen Finnegan, master; St. Nicholas, C. W. Locklier, master; St. Charles, C. W. Locklier, master.

These constituted a daily line, a part of which run as regular mails.

Now two steamers a week is quite as many as we have now.

During the war we lost several boats, which were burned.

At the surrender of Montgomery the Milner, the Cherokee, the

The Henry J. King, a fine side-wheel boat, valued at \$50,000, was sold to myself and others, and of which I was in command.

At the close of the war there were thousands of bales of cotton waiting to be sold in Mobile at 50 cents per lb., and as high as 75 cents for it to get it to market. But that was owing to low stage of water.

But from that time to the present the numerous railroads have largely diverted our trade from the rivers and the business is as set forth in the foregoing brief account.

Trusting you may meet with the success your worthy

I remain yours truly,  
OWEN FINNEGAN.

**Capt. Henry A. Jones, Cincinnati.**

Newton, Mass., Dec. 12, 1888.

*Capt. E. W. Gould, St. Louis, Mo.:*

Your favor of the 4th inst. was duly received. My earliest back to the year 1832 At that time he was engaged in the Cincinnati and New Orleans. Capt. Jones was a "regular" cargoes, had no one interested with him, bought and sold the produce

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of the country, before he pushed his boat from the wharf with little faith in the banking institutions of that period, he had his money either in his pocket or in a belt buckled around his waist. His family immigrated to the State of Ohio when the subject was in or near Zanesville. His father was a "millwright," who had married a second time, but Henry and two younger brothers were the father. Consequently they started out into the world early in life. The captain went to work near the salt works of their neighborhood making salt. For which he was paid 40 cents a cord for

For one of his years he did very well, could earn \$1.00 per week, and deducted. At the age of nineteen he went to Cleveland, where he did out-door work, made himself useful in the way of building, while others did the work. Was at all times ready to meet the prospect of making fair wages. In 1828 the Louisville and Cincinnati excavation was about finished, but the bottom had to be raised. Capt. Jones got the job for paving two sections. He performed it done, viz.: a willingness to work, a wheelbarrow, a horse,

The completion of the canal brings our friend to the time of the age of twenty-one. Though he had amassed a capital of \$1000, adding more to it. And until something more desirable came along, no "roustabouts" in those days on steamboats in the Northwest. The rugged life he was about to commence — that of a steamboatman on the Mississippi Rivers. His first venture in this new line consisted of himself and one other man. Loaded with 1000 lbs of some butter and cheese. With this craft full of produce from Cincinnati to New Orleans, unless fortune would

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intermediate points, on both rivers and on the coast. Early in the year 1830 Returning he came on any good steamboat coming up the river. "Boating" he always returned in the steerage as a deck passenger. For years, was always successful, never having met with a pecuniary loss. In the year 1836 his career as commander of a steamboat energetically and successfully followed until near the close of his event occurred in the month of March, 1884. His first steamboat built at Rockville, a point on the Ohio River, in Ohio

bought by Capt. Jones in June, 1836. This was one of  
as were in use in those days. Length over all 181 feet; be  
inch boilers, 24 feet long; single engine. Could carry 4  
boat.

Second boat, Ohio Belle, then Henry Clay, Queen Cit  
Adams, Commodore Perry, Charles Hammond, Judg  
latter boat was put in the great Mississippi and Atlant  
\$120,000; this venture proving a total loss. During ar  
large number of boats; some were sold to the governme  
put into and helped to form a line from Cincinnati to M  
about six years. He was also for a long period an owner  
Towboat Company, stockholder and director in severa  
director and owner of National Bank stock. Also heavil  
vicinity. With his fellowman he was an agreeable com  
with a faculty for holding *a promptu* audience (this i  
require all of a forenoon and until three or four p. m. o  
interesting events of his long and useful life. In comm  
majority of mankind. All having the privilege of a lis  
time for such purpose. A full history of a trip to New  
full half day.

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Capt. Jones was most decidedly an agreeable gentleman  
recall but one lifelong friend now living. I refer to Cap  
engaged more than fifty years ago in buying a load of  
active young man, clerk for one of Cincinnati's early r  
of produce, and Jones would often buy of him, more c  
During the latter period of his life they were very muc  
fact one desk was sufficient for both; were members o  
rides through town and country. In short, where one w

We refer to Capt. Bowen for two reasons. First, becau  
Captain Jones; second, on account of business matters  
Bowen was one of Cincinnati's earliest forwarding and  
Messrs. C. and J. Broadwell, also for many years stearn  
line of business now living. I refer to Capt. Ira Athern

Capt. Athern, as a steamboat agent does *not* reach back  
for many years did business under the firm name of B

Captain Jones married late in life an estimable widow  
happy household three most beautiful daughters; one,  
Louis. She is the beloved wife of Mr. Bevis. The rema  
Cincinnati: Mrs. Champlin and Mrs. McGregor.

I am very truly yours,  
J. H. BARKER.

**The Three J. M. Whites.**



The first of that name was built at Elizabethtown, Pa. dimensions: Length 250 feet, beam 32 feet, depth 8 feet prominent merchant of St. Louis. She only ran one sea: Mississippi. Her engines were 25-inch cylinder 8 feet:

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The second J. M. White was built by Capt. J. W. Co were: Length 250 feet, 31 feet beam, 8 1/2 feet hold. He stroke, with 7 boilers.

She proved to be the most extraordinary steamboat of h New Orleans to St. Louis in 1844. Time — 3 days, 23 l until 1870, 26 years afterward. This was done by the c Lee's time was 3 days, 18 hours and 30 minutes. The I stroke, with immense boiler power. When we consider disadvantages which the White encountered, hers was take her fuel wood from the banks of the river, which coal barges stationed at regular intervals which she too. It is still a mooted question among old steamboatmen: if we allow the White her lost time in taking wood and

The third J. M. White was built at Louisville, Ky., i steamboat in the world. Her dimensions are: Length 32 midship 11 1/2 feet, width over all 90 feet, which is fr to that of the opposite side of the boat. Her carrying ca 43 inches diameter, 11 feet stroke. The present White i navigated the Mississippi River, but she has never m and, therefore, we cannot say positively that she is fas extraordinary time.

The saloon of the main cabin is 260 feet in length, 19 are all large, most of the rooms in the ladies' cabin being smallest rooms in the main cabin are 8 by 10 feet, with extent of the cabin. It is to be fitted and furnished equal Continent. The upper cabin, the floor of which is 45 f length, and 28 feet wide; this too, with a guard all around

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to be furnished with the best of everything, and will be the boats now in commission. "Comparisons, however boilers exceeds 260 tons, and the stem band weighs 2,7 dimensions may impart a fair conception of the immense She had 10 boilers 34 feet long, 42 inches diameter, 2 f diameter, 19 feet bucket.

The John W. Cannon, for the New Orleans and Bayou cabin finished the most magnificently ever yet put up

nearly completed, and the boat is to be ready on or about and a most elaborate cabin; the staterooms, 10 by 11 feet passageways on the outside. Captain Cannon is in ecst and most roomy, with more deck-room, steam power built. The hull is 250 feet in length, with 43 feet beam and sharp, knuckles rounded, and bound to be as fast a length and 42 inches in diameter. Also, an extra boiler steam drums to retain full head of steam while making nights or heavy fogs being no hindrance to her progress.

Captain Cannon is the veteran of the cotton trade, having boats than any one else, this being the tenth boat built is as follows: The Louisiana in 1848, the S. W. Down McRae in 1854, the Farmer in 1854, the Vicksburg in 1860, Lee in 1866 and the present R. E. Lee in 1876.

Since the above was in type the last J. M. White has been

The only record obtainable of this boat's fastest time is on a regular business trip. Lauded at Donaldsonville arrived minutes before one the following morning, making the time to Harry Hillsgate was fifty-six minutes. This is

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### Captain James Good.

Below I take the liberty of inserting a private letter of a philosophic and so unlike the character and the experiences of cotemporaries, that I am sure it will be appreciated by those to the life of the master of river steamboats.

It must indeed be a man with a "happy heart" who can stand high and low water, to storms and dark nights, to collisions, railroad bridges, to explosions, sand bars and fires, to loss of money, to the insane competition he is always subjected to, and hands he often falls, to the trials incident to careless and

One who has "spent forty years around and on the river to shadow its pleasures" has certainly enjoyed a phenomenal life. Cotemporaries and yet those that know Captain Good better

Among many valued cotemporaries in the past, this was the one who since crossed to the shining river, and furled sail in less than a day and disposition the subject of these remarks.

Captains Mortimer Kennett and Barton Able were philosopher-boatmen. The former was also master of the violin. No inducement could induce him to decline the very pleasant duty of entertaining his cotemporaries on the violin.

Even when crossing the lower rapids of the Mississippi more hard work in low water than on any other river in cargoes to lighten across the rapids in flat boats, Captor to interfere with the duties of his mate or his pilot. the large number of boats accumulated at the foot and t across and get away first. But the captain's philosophy

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extra exertions of all others, and either that or his violi which this writer was one. Captain Able, while not a r circumstances were every so embarrassing or trying th entertain his passengers and even his crew with a good hearty laugh and a good joke better than Capt. Able.

There is no capital or stock in trade so valuable to the r balanced head. None others should embark in an occupa

Captain Good says "Success means money." While he his success has far surpassed that of many of his coter always afforded him *pleasure*, however laborious, and comfort will come when I go to that shining river bey

OFFICE OF St. Louis & Miss. VALLEY TRANS.  
St. Louis, May 22, 1889.

*Capt. E. W. Gould:*

"DEAR CAPTAIN — I am at a loss to communicate add to my posterity any reading matter that they might labored a lifetime for others, I have nothing to show th and a large family. My "happy heart" tells me that I ha interest. I was 60 years old 9th inst. My life spent arou cloud to shadow its pleasures. I am yet in the harness, lash that quiets pride and high temper, and I pull with the top of the hill. I am up on the level now, and I feel r veins standing out. Captain, I can boast on this theme will give enough from his lucre to secure me a good st I now hold for ten years yet. Ease and comfort will com

Your friend and well wisher,  
JAMES GOOD."

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### Captain William Dean of Pittsburgh

In a communication from St. Paul dated February, 188 related some of his experiences in early navigation whi of his old associates who remember his urbane and gen

the earlier boats on the Ohio.

It will be recollected that he was among the few masters who would not run a steamboat on Sunday.

He relates some incidents to prove that he made money

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laying up when Sunday came. But it is not charitable to

In 1837, the Captain says there were three opposition lines and Louisville.

"The Red Line, the Blue Line and an outside line, with break up all the other lines and monopolize the river. Our wages not to work on the other lines."

"Your biographer did not bite at the offer and received Line. I took stock, and gave my note, and never worked

It was not long before dishonest men were found managing notes, and the line went to the devil."

But we will hear the Captain tell his experience.

ST. PAUL, Feb. 4th, 1889.

*Dear Captain Gould:*

Your biographer is attempting to talk a little to you in New Lisbon in 1811. It was an exciting year in our country, an earthquake at New Madrid which shook the solid earth

My parents moved to the Ohio River or in sight. I was did not like the idea, a friend came up from my father

My first sight of the river was from 1823 to 1826; can sight. At this time only five steamers on the river — the Mechanic and Velocipede.

Charley Basham was clerk of Velocipede. After years of said he was the best he ever had, never promised any business

The state of morals was low at this time. Simon Girty community, had passed away. The run above the city of Girty's run. He had his headquarters up the run north of savages and with devils. After he passed away another keel-boatmen.



At this time no system of transit was inaugurated from propelled by man,

## 635

was a model one, 80 to 90 feet long, open hold, with c for to put the foot against with his 12 foot pole. Iron s large sweeps on deck to propel it.

It was a slow system for transit. The time from Phila six horse road wagon, time from Pittsburgh to Cinci was slow transit. Now the age of keel-boating Mike F

I must not fail to mention the keel-boat propulsion by down was paddled about 1 1/2 miles through the water If boat was loaded with pig metal that was the only bec was not likely to give the gout — a wet hard tack or pil potatoes, rice, coffee without sugar. Slow transit inde

The outfit of a keel-boat was not complete without a b

This was the mode, until the great Pennsylvania canal commissioners' salary twenty thousand dollars yearly. the commission merchant urging to get goods to Cinc answer any longer; the rivermen planning ways and me stern wheel, to have capacity for 60 tons and go safe o light stern-wheel boats, and answered the purpose for a rivermen for after use.

Ways and means was employed by the boatmen. Finally answer. It was not long until the river was pretty well s

This system answered for a series of years. But the cry Pittsburgh, Fort Wayne & Chicago was built. Stock railroad speculation of mine. A friend came and said th branch out into Virginia to the main B. & O. road. Li it. Well, I bit at the bait and put my name down for 10 share.

The road appeared to drop out of sight in a year or two about my

## 636

railroad to Connells ville, and the money paid. He said, know anything about it at present. Well, in after years to leave port. Law officers come and said there is a jud be satisfied now. How much is the amount. About \$60 I paid the judgment off and never knew more about it. railroading again.

The light water stern-wheel boats answered until the P  
to Pittsburgh.

And now dawned the great steamboating on the Ohio  
rapid transit.

Your biographer had charge of the finest one of 23. T  
Pittsburgh to Cincinnati and return in a week. I will n  
hard boating, but was found possible. The owners sai  
be so I could go where and when I pleased. Now was fo  
world. We are now up in 1841 and had full control of ri  
Pennsylvania canal.

Pennsylvania Railroad now finished to Pittsburgh. C  
& C. was pushed to completion, and Panhandle Railro  
at this time nearly three-quarters of hundred fine stea  
port or place below. (In 1888 only three stern-wheel boat

And the grandest army of pilots and captains the world  
captains. And now the Ohio River, with its grand pac  
was reduced to perfection for 700 miles — now Ichabo

Railroad on the bank of the Ohio River on both sides  
Cincinnati, and now 10 hours. *Rapid transit.*

Now your biographer is done, and you must accept all  
grand army of pilots and captains. In my 78th year and  
Master say, come up higher. As I live ye shall live also

I have written in great pain.

Respectfully submitted,  
WM. DEAN, Pilot and Captain, for more than 30 ye

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The following supplemental notice is communicated b

Captain Wm. Dean first came to Pittsburgh, Pa., in  
captain of the Wheeling packet Massillon in 1834.

Was captain of the Hunter, running to Cincinnati and  
Butler in 1837.

Took command of the new steamer Boston in 1839; su  
the winter of 1841.

The following spring, was captain and part owner of  
the Lehigh were the pioneers in the Pittsburgh & Cinc  
out to the late Capt. R. C. Gray in 1846.

Purchased an interest and was captain of the double eng

About this time contracted for and built the North Riv  
Louisville. Sold out to Alex. Dean in 1848.

Built the stern wheel, open hold, light water boat called  
accommodations for passengers; sold to Thomas Gree  
wheel passenger steamer, of about 300 tons capacity, c

Built the Clara Dean, freight boat to run to Louisville

In the summer of 1854, built the light draft freight and  
This boat had a phenomenally successful career. Built  
This year sold interest in steamer Clara Dean to Sampson

In 1856 superintended and completed the following boat  
Cambridge, Moderator, and Sam P. Hibberd.

In the interval up to the spring of 1859, was employed in  
appointed general agent of the newly organized Allegheny  
interests.

In 1861 bought the Bay City, and out of it built the sec  
America in 1863, Columbia in 1864, and Messenger in

Resigned the general agency of the Allegheny Insurance  
and Marine Agency of Geo. W. Dean & Co.

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## Captain James Howard

His Funeral Yesterday a Scene of Unusual Grief — The  
From Jeffersonville to Cave Hill, Attended by a Great C

*† Courier-Journal, 1876.&*

The funeral of the late [Capt. James Howard](#) took place  
imposing scene was never witnessed in this city. The  
and were largely represented at the funeral. Upwards of  
cortege as it passed up First Street from the river.

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The hour set for the funeral to take place was 12:30, but  
children were wending their way towards his residence  
side of the river were crowded with pedestrians and veh  
Albany, and Jeffersonville. The steamers B. H. Cooke  
city wharf and carried people up to his residence and br  
were over. The trains, too, from this city and New Al

crowds in the neighborhood of the house were the work of Barmore and the employees of the car works. Business citizens, old and young, turned out to pay their last tribute to the man they honored, loved and respected. All the steamers of the river hoisted their masts and tolled their bells. Flags were at half-mast upon many business houses and private dwellings were draped in mourning. D. S. Barmore, brother-in-law of the deceased. A solemn and sad nature. Upon the countenances of the masses could be seen the grief that dimmed the eye, and sighs came from the lips of the people who had come to perform. Men of all ages, rank and vocation gathered in each other's sorrows over the irreparable loss they had

The services over, the procession was formed, and a march was made along toward the ferry landing. The three first carriages were those of Capt. Frank Carter, Capt. Z. M. Sherley, Capt. W. C. Woolfolk, Mr. W. R. Ray, Mr. Geo. Ainslie, of Lexington, Daniel Anciskus, Mr. W. H. Fogg, Mr. W. H. Howard. Following these was the hearse containing the remains of the deceased upon the top of which were laid two beautiful anchors. Behind followed the carriages, buggies, omnibuses, men on horseback, ship-yards — Howard's and Barmore's — together with the establishments of Jeffersonville, walked upon each side

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the procession until they reached the ferry docks. The procession moved down Chestnut, down Chestnut and thence to the docks, where they gathered together, lay waiting to convey the funeral train across the river. Moving from the house down Chestnut the children of the deceased went with it to the ferry dock. The procession was marshaled by the boats. Boats were full of people and carriages they pushed away from the dark drapery, the tolling of the bells, the hearse, the solemn picture. The two boats were unable to carry all, so the Jeffersonville and brought over to this side the remains of the deceased. Shallcross landed at the foot of First Street, and the procession who came over upon the Wathen, and who joined it up

Ever since the unfortunate accident on Saturday a number of boats on the river to recover the horse and buggy which were lost when the steamer reached a spot in the river near where the body was recovered and brought to shore, near where the body was

Capt. James Howard was born within a stone's throw of Lexington in 1814. His father immigrated to this country with his family as a wool-carder and cloth-dresser, he engaged in the business in a small mill from the time he was eleven years of age. He became a steamboat builder, named William Harts horn, who worked in the trade until he was twenty-one years of age. In the year 1835 he had a dollar in the world, but being a good mechanic — a man who overcame all obstacles in his way and worked himself up to the position of a builder in the United States. With the exception of a few years he uninterruptedly engaged in boat building until the day



went to Madison, Ind., and built sixteen boats. In 1844 remained ever since. The business of boat-building gr

## 641

of such vast extent during the latter days of his life that his younger brother, John, and his (James) son, Edward, or, as they were as familiarly known, the Howard Brothers business, he alone built about fifty steamboats. He and and fifty boats, among which may be mentioned the F Howard, Ruth, and last but not least, the new or last F beautiful of all they ever built. The Howards have built river in the South and West, and no man's reputation as builder.

His family consisted of a wife, three daughters and one John and Thomas. All were present yesterday at the funeral went to California.

James Howard was a man of medium height and good high broad forehead, and all the other features prominent unassuming, and cordial to all persons. He was strong active, comprehensive mind and of an almost tireless perseverance scheme or duty he ever had in view. His battle in life has to the principles of honor and integrity, and, having achieved has suffered no man in his occupation to excel, he gained and loving wife has lost a noble husband; children are all have lost a friend and the mechanic a benefactor.

He has launched his last boat and got in it alone,  
And sailed to that beautiful clime,  
Where angels are waiting to welcome him home,  
On the banks of the river of Time,  
He will land by himself in Eternity's port,  
Then pull the boat out on the shore,  
And quietly walk through the beautiful Gates,  
And never come back any more.  
We trust that some angel will show him the way,  
That leads to the great throne of Grace  
Where God, in his mercy, will give him a seat  
And smile on his time-wrinkled face.  
If ever a man was true, honest and kind,  
We think it was old "Uncle Jim,"  
And if God has a home and a crown for good men,  
He will certainly give them to him.

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Ewd. F. Howard.

The subject of the sketch and the accompanying portrait is the son and former partner of the late James Howard, a great boat builder of the Mississippi Valley, "made known to me by one who knew him.

He is the son and former partner of the late James Howard, a great boat builder of the Mississippi Valley, "made known to me by one who knew him.

To say the mantle has fallen from a worthy sire upon a son so well recognized by all who have had the pleasure of knowing him.

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His long association in the yard as draughtsman, foreman, and with the numerous patrons of the Howard Brothers as well known skill as an expert draughtsman is a sufficient proof of his

The honesty and integrity that has so long characterized him is a prominent feature under the present management.

Up to the present time, January 1st, 1889, there has been built in this yard boats of all kinds, principally steamboats, commencing with the

To attempt an enumeration even of the larger and finer work done within the limits of this sketch.

The history and national reputation of such boats as the Lee, the John Cannon, the J. M. White and the large ones built here establish the skill and the genius of this, the largest steamboat yard of boats is concerned.

[Mr. Howard](#) is a young man in vigorous health, born in Ohio, who has established an Ohio River for a boat yard, with all the modern improvements, and an ample force of the best mechanics to perform all contracts.

## Captain Samuel Rider.

The following obituary notice appeared in a St. Louis paper, which he knew and appreciated him: —

In the death of this well-known and pure-minded gentleman, we feel a great loss to those who knew him intimately, and to the community.

In an experience of forty years of active life on Western waters, in the position of master of some of the finest boats navigating the river, his life better calculated to develop a man's true character, and to be a judge of it.

Capt. Rider commenced his career as a boatman in 1841.

agreeable to my recollection, and continued it uninterruptedly. (August 19, 1881) he was an invalid, though not confined. The disease of which he died (cancer) developed early and he and his friends the certainty of the result in the near future. His post on the hurricane deck of a steamer in the territory navigating the waters of the West from the Balize to the Gulf from masked batteries and the deadly aim of sharp-shooters on the Mississippi and its tributaries, during the late war, should have been subject to during seasons of malignant epidemic, and he had no terrors. He had often seen his near approach before.

He desired to live for the benefit of his family and friends, and them, the attractions on the other side of the dark river and the embarrassment he had ever felt in launching his frail boat.

## 645

In our intimate business relationship of more than thirty years, I will not permit myself as to speak an unkind or a profane word. He will be testified to by thousands who have known him in various trying positions. Of his honesty none ever doubted when he was in any position.

To one so generally known as [Capt. Rider](#) was, it is his positions he has filled during his river life.

I will, however, as a matter of record, report the recollections of an interest in reviewing earlier associations, by recalling the boats were built or navigated by him.

His first steamboat was the Timolian, built and navigated by him. The next was the Prairie State, built by him at the same place and time. The boats, well adapted for the trade for which they were designed, and the enterprise of the builder.

After disposing of these boats, he became associated with the company which company he was still a highly esteemed member.

During his association with this company he was in contact with several others, the names of which are not recalled.

Niagara, Brunette, Time and Tide, Persia, Messenger, Carson, Post Boy, James E. Woodruff, Fannie Lewis No. 2, Wm. J. Lewis, Post Boy No. 2, Marcella, Imogene, Fannie Lewis, Joe Kinney, Calhoun, Mary Boyd, and

In recalling the names of these boats, pleasant recollections of subordinate officers who have enjoyed the courtesy and memory will live fresh in their recollections among the

The Captain was raised at Truro, on the bleak shores of his first lessons in nautical life from his father, who was a successful commander of sailing vessels out of New England.

## 646

While but a mere stripling of a boy the subject of this building and sailing small water-craft on the waters of the sea in fishing smacks and coasting vessels of which he had an insatiable ambition soon turned his mind to the then "far West" and started to seek a fortune in the great Mississippi Valley. He located in St. Louis, where he remained but a few years and then moved to Griggsville, Illinois, where he married and continued to support a fondly-cherished family, which seemed to be the pride of his life. He had a family of four daughters and one son, all comfortably provided for. It was to him a great consolation during his last hours of conscious life to know that his kindness and genial temperament were best illustrated by the privilege of that acquaintance can fully appreciate the loss. Born October 31, 1814.

E. W. G.

St. Louis, August 24, 1881.

## Commodore W. J. Kountz.

was born in Columbiana County, Ohio, fifty miles from Cincinnati. He commenced his river career in 1827, on a keel-boat, and worked as a subordinate until October, 1832, when he was promoted to captain. He continued to hold the positions of captain and pilot until 1835, when he went into business in Wellsville, Ohio. He soon tired of business and engaged on coal boats with Zachary Reno and made a close acquaintance there, and joined him in a trip up the Yangtze River to the New Orleans market. After arriving at the head of the river he contracted the prevailing diseases of that country, chills and fever, and was obliged to leave this wilderness for Louisville, where he engaged a

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engineering. When he had mastered this trade he was engaged with Johnson Marsh, who was captain of the Patrick Henry, a pilot. In 1836 he engaged with Captain Robert Peer to pilot, and accordingly, was placed on the steamboat Arabian, which was bound for Pittsburgh to Louisville, the boat being destined for St. Louis. He took command of the steamer Huntress, and ran her to Louisville. In 1837 he ran the Huntress from St.

## 648

Louis to Galena and Dubuque, which was then the out-



the Huntress in the fall of 1837, and assumed the business of three keel-boats from Pittsburgh to Louisville, owned on a regular stage. In December, 1838, he married a daughter of Dr. Deane. In the spring of 1839, he again shipped as pilot of the steamer and made one trip to the Wabash River and return, he then went to the Hale. After piloting on various boats until 1842, he took command from Pittsburgh to Cincinnati, weekly trips, this being the first river in 1843 and embarked in the grocery business in April for six months. In 1844 he returned to the river as pilot with the City of Pittsburgh, bought one-half of this boat from Clark & Thaw, but retained his position as pilot of the steamer Fulton, employing C. C. Deane. He piloted the Prairie Bird, Captain John Vandergrift, and then the Prairie Bird to take command of the steamer Pilot, the City of Pittsburgh, Vandergrift to place Batchelor as pilot of the Prairie Bird, and in the summer of 1846, when he bought the Financier and the City of Pittsburgh, bought the New England and took command of her, with the first fleet of boats that took troops from Pittsburgh to Cincinnati, Wynkoop being first and Col. Sam Black, second in command, during the winter and spring of 1847. During the year 1848 he commanded Wyoming and Mt. Vernon, and in turn commanded the City of Pittsburgh, commanded her during the season of 1849, when she was in the command of the steamer Cincinnati in the spring of 1850. He bought the Luella No. 1, in this same year. He lost his wife in 1851. He took command of the City of Pittsburgh in November, 1852, and took command of her April, 1853. She was the finest steamer on the waters. He remained in command of her until 1856, when

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to be dismantled. In 1856 he contracted for the famous machinery of the Crystal Palace. It was the largest boat on the river, 14, 1857, and commanded her with great success until 1860. He then took command of the Illinois Central Railroad at New Orleans, which position he held until the command of the City of Memphis, where he remained until 1861. A newspaper which was published daily on this boat was called the City of Memphis. Every passenger found on his pocket a card containing the bill of fare, with the events of the past 24 hours. The day that Fort Sumter was surrendered and arrived at Cairo, the City of Memphis was laid up at Mound City, and he and his family went to Cincinnati, where Gen. Geo. B. McClelland was in command and volunteered his services without compensation to the army. His services were accepted by McClellan, and at that time he was in the service he purchased all the steamboats on the river, and many other boats for transports, and occupied that position until 1862. McClellan, he was sent to St. Louis to take charge of the transports there to Cairo, and from Cairo to Paducah. He resigned in 1862. He then took command of the City of Memphis until the fall of 1862.

This ended his active service as steamboat captain.

He then bought the Eanny Bullett and Prairie Rose, and he engaged in the banking business at Pittsburgh, then he built the steamer Carrie and in 1864 built the Katie. In

Steven Bayard. In 1866 he bought the *Urilda* and Allegany business. In 1866 built the *W. H. Osborn*. In 1867 built the *Stanard*. In 1868 built the *Peninah No. 1* and the *Andrew Ackley*. In 1869 on her first trip at St. Louis. Built *Carrie V. Kountz* 1870

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the *Mollie Moore*, *Henry C. Yeager* and rebuilt the *Ford* and *Katie P. Kountz*. In 1875 built the *C. W. Meade*. In 1876 built the *Stanard*. In 1877 built the *General Custer*. In 1878 built the *General Tompkins* and *John D. Scully*,

He organized the Steamboat Captains' Benevolent Association Auxiliary Association in St. Louis, Cincinnati, Louisville and Pittsburgh, Pennsylvania, and Manchester, New Hampshire. For eighteen years under his management the road was a great success.

He has built, owned and controlled more steamboats than any other man in the West. And after a life of almost unrequiting hard labor, he is now at home in Allegheny surrounded by a very devoted family.

Communicated.

## Captain R. C. Gray.

was born in Allegheny City, Pennsylvania, on September 15, 1841. He came to New York, on May 28th, 1888. When he was quite young he was engaged with Collier, Pettis & Co. in the wholesale grocery business. Then he went as one of the clerks on the steamer *Louis* and then returned to his old home in Allegheny City.

In 1841 he went on the river with his brother, U. C. Gray, and ran from Pittsburgh to St. Louis and New Orleans, and was captain of the steamer *Evaline* and [R. C. Gray](#) went with him as clerk, with Captain William Dean as clerk, running between Pittsburgh and Cincinnati. In 1847 he bought Captain Dean's interest and took command of her and ran her from Pittsburgh to St. Louis for a year and ran her from Pittsburgh to St. Louis and New Orleans. In 1848 he bought her and took her to St. Louis and ran her between St. Louis

## 651

of the boats forming the line between St. Louis and St. Paul, Latrobe, and Altoona, for low water boats between Pittsburgh and St. Louis. In 1860 he built the steamer *Hawkeye* for the St. Louis and with the *Denmark* and *Hawkeye State*, in command of Captain James Ward, Steamer *Pembina*, *Griffith*, and other steamers, they organized the North Western Line between St. Paul and St. Louis. He then built for the same line the steamers *Minneapolis*, *Dubuque*, *Minnesota*, *Dan Hine* and *La*

In 1863 he, in connection with Captain M. W. Beltzhofer, built the *Giant* and *Rover*, and then building the *Ironsides*, *Iron*  
These boats were engaged in towing

## 652

barges transporting iron and steel rails and Pittsburgh to points on the Ohio and Mississippi River and tributaries.

At the time of Captain Gray's death, he was president and director of the Keystone Bank and also director of the Life Insurance Co. and of the Pittsburgh Alleghany and Maryland General Hospital and largely interested in the Black Dis

None knew Captain Gray but to honor and admire his nature.

His record illustrates his enterprise, and those who know his benevolence, of which he has left the best possible proof in the Alleghany General Hospital, as well as the many projects and worthy objects of charity.

He was unostentatious and retiring and only those who knew him saw the exuberance of his nature.

He was firm and persevering in his purposes and the logic of his perceptions.

Among all the old boatmen who have launched their boats for eternity, I know of none that have left better evidence of courage and conduct the voyage which awaits all mariners who

Capt. Gray never married, but was a great admirer of a good companion.

He passed away at the age of 66, mourned by all who knew him.

## 653

### L. T. Belt.

The subject of this sketch was born March 19, 1825, in a place now stands the town of Lebanon. His father, Horatio L. Belt, fought in the war of 1812, and took part in the battle of Tippecanoe. He moved to St. Clair County, Illinois, in 1819. The mother of L. T. Belt, Carolina in 1805, moved to St. Clair County, Illinois,

#### L. T. B.'s Career.

Early years passed on a farm, where he acquired habits

through life. River experience commenced in 1840 on steamboating in 1845 on steamer "Tioga." In 1847, he steamer Planter, running her in the St. Louis and New

## 654

trade. Her boilers exploded February 3, 1848, at Twelve-most of her passengers and officers. Both owners were boat. She was afterwards blown to pieces by a hurricane. Capt. Belt was married to Miss Elizabeth W. Wolff, a real estate agent, and of Geo. C. Wolff, the most widely 1853 Capt. Belt was engaged in merchandising in the trade with the Kingston Coal Co., on the Illinois River, having St. Louis. After engaging in many enterprises, covering Louis and Illinois River Packet Company.

In 1879 he entered the Bayou Teche trade, Louisiana, and remained identified with that trade up to the present time New Orleans and Bayou Teche Packet Company. His complete boat of her class in the South. During his business pilot, master or owner of the following boats: Tioga, Wave, Challenge, Mary C., Americus, Sam Gaty, C of Alton, Illinois, Tyrone, Isabel, Utah, Walter B. D [George C. Wolff](#), City of Memphis, Edward Walsh Atlantic, P. W. Strader, Jas. H. Whitelaw, J. M. Ch Teche. Capt. B. served from 1873 to 1876 as County Tr steamboat interest, he is engaged in the coal business, Co. Has not been out of active business a day in forty-sickness, and no man of his age is better preserved, married and four sisters, of whom four brothers and one sister Capt. B. For the twenty years previous to her death he refused to visit his aged mother on her birthday. Is an active South, being President of the Board of Trustees, member of the Sabbath-school in Rayne Memorial Church, New

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### Claiborne Greene Wolff.

familiarly called "George" by his friends, was born at son of Abraham Wolff, a native of London, England. subject of this sketch was one of three brothers, and first A. Wolff, of St. Louis. The four sisters, Mrs. James George H. Lee, of San Francisco, and Mrs. L. T. Belt (1889). From his earliest years, [Mr. Wolff](#) evinced a passion river pursuits followed him through life. He began his faithful and efficient, his services were in constant demand

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he served as pantryman on the famous steamboat Commodore, C. K. Garrison. Mr. Wolff always allusion to accept that of steward on the ill-fated steamboat wrecked by a storm in the summer of 1851. Mr. Wolff was on the occasion of her celebrated race with the fleet Hannibal St. Louis, at Bissell's Point, and burned to the water's edge. Wolff proved himself a true hero, and, aided by his gallantry, escaped from what seemed certain death. He afterwards became a partner in the steamboat and remained with it until its dissolution. While he was alive, the steamboat Wolff, named after him, was built and equipped under his supervision.

In 1861 he formed a co partnership with Mr. Geo. A. Hynes, and Wolff & Hynes, liquor dealers. This house transacted business on "bars" or thirty boats, including all those of the celebrated Commodore.

Several years before his death Mr. Wolff's health became so feeble that his brother "Mark," he passed one season in Colorado, in the hope that it would affect a cure. The insidious disease, consumption, however, would not be cured. On October 18th, 1881, there passed away one of the bravest and noblest spirits of the age of 52, leaving a widow and one married daughter.

Mr. Wolff was a remarkable man in many ways. His knowledge of steamboat statistics and reminiscences sufficient to fill a volume. He never spared himself when a good deed was to be done. He was sympathetic towards the sorrows of others, while his own misfortunes were entirely forgotten. His great heart was easily moved to sympathy, and he was a consistent member of the Baptist Church, and devoted to its interests.

He sleeps amid the peaceful shades of Bellefontaine Cemetery, a monument erected by his many friends. Carved thereon is the name of the Mississippi River steamboat, fitting symbol of his career, and a better for his having lived.

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## Captain James Dozier.

[Capt. James Dozier](#) was born in Nash County, N. C., descended from an old and well-known Virginia family, but that he was of a stirring and adventurous spirit made him a wanderer. At an early age he migrated to the West, his only attendant being a dog given him. The journey, which was undertaken by land, was a long and arduous one, then, and only a few primitive steamboats. He settled near Lexington, Ky., spent in farming, he commenced the mercantile business in 1826, and several years with excellent success, having gained the

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In 1826, Mr. Dozier married Miss Mary A. Dudgeon of Lexington, Virginia, but later of near Lexington, Ky., where most of his life was spent.

by his father-in-law and family, and two other families in Missouri, settling in the upper part of St. Louis County. The Colemans, families whose descendants are among the first settlers, and Mr. Dudgeon, his father-in-law, leased the old Mill for some years, when Capt. Dozier retired and resumed his employment for a few years, and finally removed to the upper part of Charles County, where he lived for many years. Here he was conducting a flourishing business as a merchant and trader in the region. By frugality and industry he accumulated a large fortune, doing so was greatly aided by the most estimable of wives, a bee that brought a good deal of honey to that hive."

In 1844, Mr. Dozier engaged in the steamboat business on the Missouri River, Warsaw, Lake of the Woods, St. Louis Oak, Cora, etc., of great reputation in her day, and named for his second daughter, Mollie. Thomas E. Tutt, Mollie Dozier, etc. There are doubtless many who the mention of the names of these vessels will awaken the memory of the palmy days of steamboating on the Missouri River, and the name widely known along that stream and its tributaries. He was that was honest and straightforward. He was a contemporary of Throckmorton, La Barge, Eaton, Kaiser, and others,

In 1854, Capt. Dozier retired from the river to his country home on the river bank. A more beautiful place or a better improved one have been found on the Missouri River than that of Capt. Dozier's. It was ever open to his friends and neighbors, and for that reason he was seldom without some visitors. His charities to the poor were of a liberal character, and his house at times

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was the home of many unfortunates. In his numerous travels in Europe and the world never knew of most of his deeds of benevolence. He was a kind and thoughtful master.

Immediately after the war he removed to St. Louis, and established and well known baker, Joseph Garneau, in 1854, which was dissolved, and Capt. Dozier then founded the present large Cracker Company, than which perhaps no manufacturing concern being probably the largest cracker-factory in the world.

Capt. Dozier died July 15, 1878, after but a few hours' illness. He was a consistent member of the Methodist Episcopal Church, and was highly respected by the members of that communion, by whom his counsels were given with affectionate remembrance. As a citizen, he stood very high in the estimation of those who knew him intimately, for his nature was receptive of the truth, to whom he was ever brought into business or social relations. He thoroughly knew and comprehend his character. As a man, he was to decide and equally quick to act, and his judgment was sound. He left his family a good heritage, the accumulation of a life of industry and frugality, bequeathed also what they prize far more, the life record of a kind and tender father.

# Henry A. Ealer.

New Orleans, March 24, 1889.

*Captain E. W. Gould, St. Louis, Mo.:*

Please find enclosed memorandum of names of the pilot master or pilot since my connection with the waters of

I was born in Allentown, Pennsylvania, in 1820. At the age of 14 I sailed for New Orleans on the brig Sultan, with Capt. Willis. Returned to New Orleans and shipped on the steamboat John Nelson, with

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Capt. John Carlisle took command of the boat, and I remained on board until I reached New Orleans.

In 1839 I commenced standing a watch in the New Orleans

In 1841 I was promoted to the captaincy of the steamer

Later on I was pilot on the Alton, with Capt. John Simpson; on the Maid of Orleans and the Harry of the West with Capt. Hiram Kountz; Alex Scott, Capt. John C. Convoy, Capt C. K. Garrison; Joan of Arc, Bulletin and Duke of Orleans, with Capt. Holmes; Pawnee and Hig-

## 662

I was master of the single engine steamer St. Louis, trading between New Orleans and Ouachita River trade. In 1851 I built the steamer and J. H. Oglesby.

Subsequently I resumed piloting, and have been pilot of many boats during my experience.

The Wyoming, Capt. Henry Keath, was the last boat

I shall never forget the many pleasant years I have spent on the many genial officers of steamboats who it has been my privilege to know during these years.

I must not forget to say I was pilot on one of Admiral Farragut's fleet above Vicksburg, drawing eighteen feet of water, in 1862.

Trusting my recollections may awaken pleasant reminiscences

I remain yours truly,  
[Henry A. Ealer.](#)

P. S. — Enclosed please find *my photo* which, if agree  
work.

H. A. E.

## Captain James Ward.

was born at Southerly, Norfolk County, England, on 1

His father was a boatman in the native place of the sub

His mother's maiden name was Hannah Porter. The ea  
to his own exertions, his habits of industry and strict

To-day one of the prosperous merchants of St. Louis,  
stands deservedly high as a self-made man. He had but  
of 12 was put to work in the shipyard at Southerly, to  
remained nine years, when he immigrated to America.  
Brownsville, Penn., and worked in the ship yard until  
Fayette, as carpenter, where he continued in the Pittsbu

## 663

trade until the middle of the next summer, when he we  
as better suited to his business, and as offering better  
moved to St. Louis in November, 1838, and settled the

He first worked at his trade in the ship-yard, and after

He subsequently worked in the same capacity on the ste

In the spring of 1844, in company with Hiram Berzie,  
steamer St. Croix and ran her in the Galena trade until

He then sold his interest in her and with two others, b  
and

## 664

Dubuque trade. After the first year he served as captain  
of first-class administrative ability. This steamer was  
of 1849. That fall he purchased the steamer Financier a  
Excelsior in the St. Louis and St. Paul trade until the f  
State, the same season but traded her for the Connes tog

The same summer he built two steamers, the Canada a  
the position as captain on the Canada. These steamers



nucleus of the Northern Line Packet Co., whose boats

For the immense trade that has sprung up from this be  
the commercial prosperity of St. Louis, that city is in

The directors were Thos. H. Griffith, Darins, Hunk  
J. W. Parker, all being owners.

At this time they owned the Denmark, Henry Clay, M  
Hawkeye State, and Sucker State, and run three boats p

The Northern Line Packet Co. was organized under th  
office at East St. Louis, with a capital stock of \$300,  
a daily line. For the first three years Capt. Ward acted  
superintendent. In 1868-69 he was again elected preside  
the river, and engaged in the ship chanderling busines  
another gentleman, under the firm name of Ward & B  
business in the same line.

Capt. Ward congratulates himself upon the fact that i  
steamboats, no lives were lost, and but one boat, which  
He has for many years been an active Mason and a men  
Templar.

In 1847 he married Miss Annie Johnston, of St. Louis  
day, and settled there. They have five children, viz.: H  
H., now engaged in business

## 665

with his father; Mary E., Lillie H., and Ella S. now li

Capt. Ward has never been an active politician, but hi  
whose principals he still adheres. He was raised in the  
denomination as a member in good standing.

## Burris D. Wood.

fCommunicated.ct

Capt Burr. D. Wood was born in Pittsburgh, March  
prominent boat-builder of that city, whose death occur  
old lady, is still living in the homestead at Pittsburgh

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has five brothers, John A., the wealthy coal operator o  
with him; Jonathan H., a prominent tow-boatman; D  
of a large tug and coal fleet in the New Orleans harbor  
to a nail manufacturer, which trade he worked at for 13

establish the coal business, and in 1871 had established a house at Baton Rouge, La. At this time, Capt. Wood had a business, with a branch house at Plaquemine, La., and Will H. and Elmer E., being associated with him in the executive committee on the improvement of the Western river improvement conventions held at St. Louis, New Orleans, City and Memphis, and in furtherance of the objects of the committees of the United States Senate and House, to provide for the improvements of rivers and harbors. Capt. Wood was a member of the committee of the New Orleans Cotton Exchange and of the board of president of the National Board of Steam Navigation, and the workings of that board. He was a member of the financial committee of the Cotton Centennial Exposition of 1885, and Director-General of the Exposition. Capt. Wood has been married twice, his first wife was the daughter of the late Charles Widney, of Pittsburgh; his second wife was Miss Emma Phillips, daughter of Henry H. Phillips, who died at Baton Rouge in 1878. Mrs. Wood's untiring efforts have been prominent in works of charity and temperance. She is a member of the Temperance Union, also one of the board of managers of the Woman's Memorial Home. Capt. Wood is distinctly a man of business and who by his energy, integrity, manliness, geniality and studied regard for the prosperity of the city of his adoption, has become a prominent river and business man of New Orleans.

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## Captain T. P. Leathers.

(From New Orleans *Picayune*, Dec., 1888.)

[Captain Thomas P. Leathers](#) was born in Kenton County, Ky., of a family of five boys and four girls. His father, John Leathers, was for years a tobacconist and farmer in Kenton county and owned a number of slaves.

Captain Leathers formed a liking for the river at an early age, and began his river career with his brother, Captain John Leathers, at

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Yazoo river steamer *Sunflower*, which position he held for several years. He then ran the *Princess No. 1* and ran her in the Yazoo River trade, and the Vicksburg trade. They then built the steamers *Princess No. 2* and *Princess No. 3* with great success for several years. In 1845 Captain T. P. Leathers built the steamers *Natchez* at the mouth of Crawfish bayou, the first built by Anthony Harkness. She was a very fast two-boiler boat and he ran in the New Orleans and Vicksburg trade as a *Saturday*. As an increase of business demanded a larger boat, he sold her to Burton Hazen of Cincinnati for the *Natchez No. 2*. The *Natchez No. 2* was 8 feet stroke, and also proved very fast.

Captain Leathers ran the second *Natchez* until 1852, when

parties for a much larger and finer boat, the Natchez No. 3 with 9 feet stroke, and had a carrying capacity of 4,000 bales. She was very short, as she had run only six weeks when she was wrecked at the wharf in front of this city, which originated on the Natchez. Captain Leathers' brother James was asleep in the texas when she perished in the flames.

Soon after the destruction of the Natchez No. 3 Captain Leathers built the Natchez No. 4, a 6-boiler boat with 34-inch cylinders, and 10 feet stroke. The No. 4 Captain Leathers ran successfully until 1859 when she was wrecked on the eve of the surrender of New Orleans, when she was taken by the Confederates at Honey Island, 150 miles above Yazoo City. Captain Leathers got judgment against Captain Eads for \$20,000 for the loss of what remained of this steamer, under instructions of the court.

During the war Captain Leathers remained away from the city until the resumption of

## 669

business Captain Leathers became interested successively in the New Orleans and Vicksburg trade. The top of the pilot-house of the steamer Quitman was a relic of the wreck and now stands on the warehouse at New Orleans. The steamer faithful craft. The steamer Magenta was destroyed by the Rebels. Neal.

Captain Leathers, in 1869, built the Natchez No. 6. Her hull was built by Ways, cabin by Elias Ealer, boilers by C. T. Dumont. She has 6 boilers and 34-inch cylinders, 10 feet stroke, and had a carrying capacity of 6,000 bales. She ran for a year and a half years in the New Orleans and Vicksburg trade before she was wrecked on a single loss of life. This steamer was made famous by her successful trips from New Orleans to St. Louis.

In 1879, the present steamer Natchez, which is the seventh steamer of the name, was launched at Cincinnati, and is one of the most substantial boats on the Western or Southern waters, and is reputed to be the fastest steamer on the river. Her dimensions are: length, 303 1/2 feet; beam 46 1/2 feet; depth of hold 12 feet and 43 inches in diameter, containing two flues each, 12 feet in diameter, with 10 feet stroke. Her boilers are 6 feet in diameter. She has a carrying capacity of about 6,000 bales of cotton. Captain Leathers laid her up until about two years ago, when he laid her up owing to the loss of the steamer T. P. Leathers, a stern-wheel boat, to take her place. The T. P. Leathers is a 4500-bale boat and the fastest steamer on the river. This busy season this year Captain Leathers, finding that the T. P. Leathers was not started the Natchez out, and now has her running as a regular steamer, leaving here every Saturday for Vicksburg.

Captain Leathers for many years has been considered as the best pilot on the river. He frequently been sought after by prominent men in the city.

1874 he appeared before the committee on waterways in committee, and in 1882 before the commerce committee improvements were asked and given. At the waterways exposition, Captain Leathers also made a lengthy speech is over 6 feet in height and large in proportion, and through ten winters, is still hale and hearty and looks good for

#### NINE STEAMERS NAMED NATCHEZ.

The first steamboat named [Natchez](#) was built in New Orleans trade, where she continued to run until 1832. She had a walking beam and condenser. She measured 366 tons. Captain Buckner, of New Orleans.

The second boat called Natchez was also built in New Orleans to run between that city and Natchez. She was built in 1832, but proved to be too heavy draught for the trade and was finally sold to the Government as a war steamer, for which she was better adapted. This vessel was on the Island on one occasion drawing 12 feet, which was more than she was working to relieve her several hours with the steamer *Great Eastern* and left an ordinary tug boat would on the *Great Eastern* and left and retired from the trade.

The third Natchez was built by Captain Leathers in 1834.

The last, or ninth one, sunk at Lake Providence, in February, 1858.

### Captain Joseph Brown.

St. Louis, Mo., April, 1889.

*Captain E. W. Gould:*

MY DEAR SIR — I have your favor of the 19th inst., and in reply send you a book, some of my experiences as a riverman.

I would willingly do anything in my power to assist you, but the only thing to interest the general reader is the question.

However, at the risk of being thought egotistical, I will mention my subsequent connection with steamboating on the Mississippi.

In 1834 my father moved West to St. Louis, bringing with him his children; but not liking St. Louis, it being situated on the river, a rival of St. Louis, he moved there, taking me, of course,



I early developed a great taste for the river, and though h  
wharf, noticing the boats, and their comings and goin

At that time Alton was considered the head of navigati  
upper river boats stopped at Alton and went back to Gal  
at all, some of the New Orleans boats, as well as some  
Alton. Nearly all the boats at that time had but one engi  
into the boilers with a pump attached to the main engin  
the water wheels had to be unshipped, so as to let the er  
while the boat was at the wharf; and it was this trouble  
together with the unchecked amount of steam carried t

At that time, say from 1836 to 1840, all traffic and tra  
in the West, and but one or two in the East, consequen  
and passengers, and particularly, as the largest boats o  
tons, and the cabin, if they had any, was on the main c  
can well remember when the first *upper cabin* steamer

## 673

they were advertised as "the splendid *upper cabin* stea

About that time, and while I was still a boy, every boa  
steam, its own peculiar sound, and taking the deep int  
nearly any boat in the night by the sound of the escaper  
government regulations for boats meeting each other,  
designate which side each boat wanted to take, and the

I remember in the years 1836-7, when still a boy, and al  
steamers more

## 674

particularly attracted my attention. One was the Paul J  
a low-pressure steamer with a walking-beam engine, a  
firemen would mount the walking-beam and with a fla  
crowd. I then thought if I could ever be in that man's p

The first steamer I became interes ted in was the Luella  
engine in her that had belonged to, or been in a New O  
the Luella, it made her very fast, so that she was the fa

While interes ted in her, an opposition boat was put in  
result was that the price of passage was put down by th  
way to ten cents for twenty-five miles, with supper co

That state of things lasted nine months, loosing a goo  
compromise was affected, and in a short time the far f

I made the contracts and superintended the building of

boiler power she was to have, the foundry men and eng fastest boat above St. Louis . I said put in one more and was . I have landed her several times from Alton to St. L minutes , and she made the trip from St. Louis to Alto thirty-seven minutes , time that has never been beaten, the amount of steam carried, her time never will be bea

I made it a point to run the steamer Altona from St. L floated, and of ten while the St. Louis ferry-boats were or leaving St. Louis but herself ; and the result was , sh the Chicago & Alton Railroad purchased her at her ori road, which then terminated at Alton. It would be hard steamers I have run, built, or been interes ted in, but ar were the St. Louis & Keokuk and St. Louis & New O

## 675

years that I steamboated, not only a profit but a pleasur change of scene, of faces and circumstances , and I kne enjoyable than to run one of the finest and fastest steam or two's laborious work on the levee, probably in the b see the boat headed up stream with a good cargo and a hurricane roof and see her plow the water "like a thing

Probably the finest boat that I ever built was the Mayfl and the John Simonds were the only three-deckers ever deck being between the main and the boiler-deck, and i emigration by New Orleans becoming checked, I after middle deck was taken out and the boat put in the Mem fire and burned, lying at the wharf at Memphis, by th while on fire, so as to save her own passengers .

It must not be understood, that during all the forty or steamboats , for both before and after I had satisfied m *lines* of steamboats , the most notable of which was th in 1866 , of which I was one of the Presidents ; consist Louis and New Orleans . This line consisted of many formed out of steamers owned by individuals who ma prices , and the result was the company started under a together with the fact that the business of the South ha effects of the war to sustain a line of that magnitude .

So that, after a struggle of three or four years to pay o steamers by explosion and other accidents , and without Lewis , now deceased, and myself to sell and pay the de got little or nothing , a stock of some two millions of myself , I must say I was not connected with it as an of

## 676

its close, but was a loser as a stockholder to the extent c

Nor must it be thought from what I have said, that steam and pleasure. Far from it; I have run a steamboat into New Orleans from yellow fever was over 100 a day, and that, too within the city. I have been on a boat when over sixty died from cholera, and escape I might fill a volume. I will relate one: I was on the Keokuk trade when we carried 180 pounds of steam to the square, and a snag that came up through the lower guard, straddled the boiler-deck, until it hemmed in a man in his berth, so that he had to go over the bent pipe to get out of his berth, and yet the pipe was 100 miles) with the bent pipe, but not with 180 pounds of steam.

Writing of the Jennie Deans, it might be well to relate how the trade was accomplished with or by any other boat in the palm

She was built for the Keokuk trade, but I conceived the idea of her in the winter months, and as she only carried about 750 tons of cargo, she was boats carrying double her capacity and be as many days on the water, whipping her through both ways and made twelve trips in *eleven days* for the round trip, going into each port at the rate of 100 miles in eleven days. I have been on boats that have sunk, and have come up with them soon after an explosion and seen the men, yes, I might say by the hundred, almost flayed alive, and the boats. The class of men commanding steamboats on the West, and the goodness of heart, but in outward conduct and expression.

I will cite a conversation that occurred on a boat in the

It was while the boat was on her upward trip from New Orleans to the trade (so called).

## 677

The Autocrat was a *seven* boiler boat, and said to be a

The boat happened to be lying at a "wood pile" on the river, and was burning cottonwood fuel when a country passenger came up to the deck and watching the deck hands take on the wood. The country passenger asked how much wood will this boat burn in 24 hours, "O! well, but," said the country passenger, "about seventy cords." "O! well, but," said the country passenger, "about seventy cords." "O!" said the captain, "of this kind of wood, it will burn into h—l!" Another: —

Commodore Garrison, the millionaire, who died not long ago, was on the Garrison & Brothers in St. Louis, built partly with his own money, from St. Louis to New Orleans, and one trip we had a number of young ladies on board, and him, using a greenhorn to accomplish it, their object was to ring the large bell for the next town, which happened to be Memphis, and they would pay all the agreed for \$5 to let the greenhorn, as he thought, ring the bell, and the young ladies were standing around enjoying the joke, and

and thought he had rung enough to let the people of Memphis know of his presence, but he was told to stop, that that would do, but the captain said, "I'm not ready to stop yet," when the young ladies set out and collected on the wharf at Memphis to see why the boat was so late.

The captain, seeing he was victimized, first offered to pay the boat twenty, and to treat the crowd on the boat besides, and to treat the crowd on the wharf.

It must be borne in mind that in the early days of steamboat running in regular trades, and leaving on regular days, it was a market as ships often do, and queer tricks were often resorted to when other boats were up for the same destination.

## 678

I have often and often known Ohio River boats lie at St. Louis starting in an hour — lay there five or six days, and all the while were going in as many hours. If some passengers were as to throw out a column of black smoke from the chimney as an indication of starting, when they had not half a cargo on board. A boat nicknamed "Ephraim Smooth" was in the habit of pulling out an hour away from the boat you will be left."

There was another dodge resorted to by some, and as to keeping up fire without the expense and waste of fuel, an inventive genius was caught by a passenger who had been starting, building a fire in the breeching of the chimney for," said: "They were new kind of boilers, and had to be started in this way."

And so I might go on ad infinitum with stories of the kind, wishing you every success with your book.

Very truly your friend  
[Joseph Brown.](#)

### Captain John N. Bofinger.

St. Louis, May 1, 1889.

*My Dear Capt. Gould:*

My steamboat career commenced in the forties on the St. Louis under that accomplished gentleman Jonathan H. Barker. Paul Summons was the captain, the genial Paul Houston, and Jacob Remelin, pilots, and Captain Samuel Hildreth, No. 7, belonged to Strader & Gorman United States Mail Line from Louisville up to this date. This line of steamers was common to the Western waters; after leaving Cincinnati the first morning said: "Now, John, you have assumed the position as s



## 679

pleasantly and gentlemanly, and when asked a question busy receiving freights, and interrupted by party, with foreign to your calling. You give in return an uncivil answer after this party may wish to go to Louisville, or ship Ben Franklin lying there; he remembers the uncivil treatment of another steamer; but had you returned a civil answer to the question, you would not have harbored any feeling against the boat.

## 680

"In other words," he continued, "John, remember you are a vinegar," and I have never forgotten that. I remained on the steamers Mountaineer and North America. He placed Captain North America and put me in charge of the office. He placed Gibbs as clerk, and the two steamers took their positions on the United States Mail Line, the Mountaineer leaving an hour ahead of North America in advance of the Ben Franklin No. 6. The "out" was on every trip, when finally Captain Summons, of the Ben Franklin, left North America and to pass her underway in sight of Louisville. We prepared ourselves as best we could. During the night of the 10th we found Sherley's boat-store, and Sunday morning found our competitors in the race. The Ben Franklin, which lay at her wharf about 10 o'clock, her appearances was ready, and only waiting to hear our bid. She and made all inspection as to being ready. Pilot Bill Lee was ready — and the officers at their posts, no captain in sight. The North America was "out and gone" and shot by the Ben Franklin steamer was aware that the North America had left. To our surprise but our boat was abreast of Jeffersonville before the Ben Franklin as in this case; we landed nearly an hour ahead of the Ben Franklin. The next day Mr. Barker bought out the Mail Line from St. Louis.

On the 8th day of April, 1848, I left Cincinnati for St. Louis. Captain Jas. M. Broadwell was master. I was captain of the boat and took charge of the steamer L. M. Kennett. I brought the boat in 1857; bought the steamer Cora Anderson on October, 1859; bought Morrison in March, 1861; made six trips from St. Louis to Louisville one days. The last trip south May 14, 1861; left St. Louis.

## 681

majority of these had been captured at Camp Jackson, and the freight on the boat was two bobtail street cars for New Orleans, 20,000 men at Cairo under Gen. Prentiss; but was no passengers left the boat at Price's landing, above Cairo, and "up." They found the walking very bad to Columbus, and commenced taking on cargo for New Orleans, and had we found 5,000 Tennesseans under Gen. Preston Smith

return from New Orleans to Memphis, May 28, 1861, from ascending the river above Memphis. My passenger was stored, and the Morrison choked a stump on the A 1861. Since this time I have not been engaged as master steamboats more than forty years. During the war of supplies of Gen. W. T. Sherman from Memphis, and In December, 1862, had 93 steamers employed, landing no accident of any kind. Moved Gen. U. S. Grant and January, 1863; attended to moving all the supplies and fall of Vicksburg, July, 1863, and as superintendent of moved the army North; was president of the St. Louis a contract, 1869, for transportation of troops and supplies miles.

My relations with the river interest extends over forty years. In a boy steamboats had their cabins on the stern. For generations. No state rooms, but open berths with curtains, and with 1870, we had steamboats of a carrying capacity of 2,000 rooms and furnished with all the elegance and luxury of the past, except as to packet lines and the barges with was, 1850, when forty or more boats were moored at the

## 682

unloading cargoes daily, and in 1869 there were eighty boats on the Missouri River.

Respectfully yours,  
[John N. Bofinger.](#)

Is it Superstition, Fatality or Fact?

"Capt. John N. Bofinger is an occasional contributor to the river interest and have but the one fault — the time that elapses. Capt. B. makes the fatality that attends the letter M the an exception, that all steamboats built and run on the Missouri commenced with the letter M, were either burnt, sunk, or lost to their owners. You can look over the long list of Missouri boats: Monarch, Mediator, etc., and you will find that they were built thirty years ago, Capt. John Pierce built the Metamora, and gave his boat some other name, and gave him my reasons, that they had commenced with the letter M. He laughed at what I said, and his boat the Metamora. She was a great success, but she was in prime. Capt. Charley Davis, about the same time, built the Metamora Davis, like his old partner, Pierce, would not listen to me. She sank in the bend above Island 16. Capt. Joe Brown built the Metamora Long before she was launched I tried to talk him out of it, but she was burned at Memphis.

"Our old townsman, Norman Cutter, Esq., bought a steamboat, the machinery was put on at St. Louis, where she was finished. She ran the St. Louis and New Orleans trade. It was the owner's idea to name her Charles Belcher, which was the name Mr. Cutter gave

start on her first trip. I accidentally found out from Er launched and christened Magnolia. That was enough f taken charge of the Belcher. She was burned on her sixt

"I could name hundreds of instances to show the fatali

## 683

that seems to shroud the steamboats whose name comm with giving one more instance. I was in New Orleans his clerk, Mr. Alf. Grissom, who were at that time bu calling her the Mary Bell. I did my level best to persuad commenced with M; gave them my reason and recited boat was called Mary Bell, made but a few trips and bu to give any reason why a steamboat's name commencir than one commencing with any other letter, but the fac

Others besides Capt. Bofinger entertain the same supe exceptions, some of which come within our own recol Mary Hunt. Music (two of them), and Mary Foley we steamboat, say nine years, made money for their owne last Magnolia, owned by Captains Shute and Thomas was purposely destroyed during the war. But the Magr at New Albany for her machinery, the one before this l be about fourteen years old and was sold to Dave McCa Mary Houston ran for nine years and still lives in a sen employment, is now in use as a wharf-boat at Monroe. from 5 to 10 or more years without changing owners n voluntary sale, she has proved herself a paying investm among others the Mollie Moore, Minnie, Major Whi Louise is still owned by her builder, Capt. Brinker; ha and serviceable and valuable to-day, perhaps more so, a instead of an M, and the same may be said of the Moll

A general impression prevails among river men that ar explode, sink or be wrecked. In numerous instances thi M, the rafter Mollie Mohler,

## 684

of the Schulenberg & Boeckeler Lumber Company's fl finally dismantled and a new boat built on her hull. Th

### Capt. Russel Blakely.

was born in North Adams, Berkshire County, Mass., the earliest families of Plymouth, Mass., and New Ha

In the year 1817 his parents, Denis Blakely and Sarah Sa Le Roy, Genesee County, New York, where he grew 1

In the fall of the year 1836 his father and he took the W  
emigrate, and they selected Peoria, Illinois, as their o

## 685

remained in Peoria through the varying experiences of  
summer of 1839 again made a new choice and moved to  
smelting in the employ of Capt. H. H. Goar, in which  
to Wythe County, Southwestern Virginia, where he c  
known as the Austinville Mines. In the summer of 184  
steamboating between Galena and St. Paul, Minn., in  
the Galena and Minnesota Packet Co., during its varie  
he was married to Ellen L. Sheldon at Willow Springs

During the winter 1855-6 he became interested in the N  
J. C. Burbank & Co. and in the commission and gener  
Burbank, under the firm name of Blakely & Burbank.  
Minn., to take part in the management of the express a  
& Co. became contractors with the Government for the  
Minnesota and the company was known as the Minnes  
during the years 1858 to 1867 the business became very  
extended to Fort Garry in Manitoba in 1870, and occup  
finally superseded by the construction of the railroads  
the gold mining excitement opened up in the Black Hil  
and transportation business from Bismarck on the Mi  
promise to be very large and profitable, and the busines  
the Northwestern Express, Stage and Transportation C  
Secretary and Treasurer, and commenced in 1877 in cor  
carried passengers, mail and express and transported m  
passengers, mail and express and the transportation of  
horses, mules and cattle in its operation. With the usu  
operation continued until the year 1888 when a railroad

## 686

Since the summer of 1847, when [Capt. Blakely](#) first lar  
largely connected with its interests and has helped to bu  
member of the Chamber of Commerce, acknowledged  
Republican party from its origin. Capt. Blakely and w  
their age, and have a family of six sons and two "daug

## Captain Isaac L. Fisher.

fCommunicated.&t

Born in New Brunswick, New Jersey, in 1843, received  
science of navigation by his father, who was a shipma  
in inland navigation, [Captain Fisher](#), served an appren  
shop, boiler works, and shipyard, serving also as eng  
York harbor, and is now the manager of one of the lar  
States. Capt. Fisher plans himself and personally super  
line, even to the boilers and machinery, and has probab



his age in this country. Captain Fisher is a popular man who has held political offices, and although a republican with a record he served as alderman 6 years, chief of the fire department of New Jersey legislature, and was made speaker of the house, his influences.

He was at that time the youngest man in any State to serve on the Steam and Sail Vessel Association, of New York City, and on the National Board of Steam Navigation. For several years he has been on the Board of Steam Navigation, is an active member of the board. In all matters of reform, and for the general benefit of the national, Captain Fisher has been an indefatigable and energetic worker for the protection and promotion of those interests much is due

## 687

abolishment of the steam recording gauge monopoly, the repeal of the statute imposing a tax upon mariners for the use of the modifications of the statutes relating to the liability of vessels of that nature.

Having an extensive acquaintanceship, and a thorough knowledge of the subject, he is a leader in every movement for the better safety of life and property of the owners and employees, just and adequate protection, and for the late civil war in New Jersey regiments.

## 688

### Captain Isaac M. Mason.

was born in Browns ville, Penn., March 4th, 1831 — commenced as second clerk in 1846 — was clerk of the Atlantic in 1848 and of the steamer Summit, and ran her in the Louisville and Nashville

The next fourteen years was acting as captain or clerk of the steamer Honduras, Alma, Bell Golden, Vixen, Denmark, Fred

First trip to St. Louis was on the steamer Summit, in 1865, when he was made general freight agent of the Nashville and St. Louis, retained for eleven years.

He was elected Marshal of the County of St. Louis, 1868, and remained in St. Louis.

## 689

Although temporarily disengaged from the river, always interested in the improvement and to water transportation.

In 1884 he was appointed superintendent of the Anchor  
Orleans, and president of the same in 1888.

All who know [Captain Mason](#) appreciate him for his  
courtesy with which all are treated who have occasion

## Captain Morgan Mason.

Alexandria, Mo., 1889.

*Capt. E. W. Gould, St. Louis:*

DEAR SIR — In reply to your inquiry as to my steam

My first introduction was in 1837, as first clerk on steamer  
"Line," which had its principal office in Pittsburgh. It  
Louisville, afterwards extended them to Nashville and

We had a large number of emigrants, composed principally  
"Purchase" with their slaves, to engage in raising hemp  
extended but little west of Fourth Street.

My next experience was on the Monongahela River, in  
Clark.

In November of that year the "slack water improvement  
Moorhead, with a large party of citizens from Pittsburg  
next day on the Consul.

I remained on the Consul as captain and clerk until the  
Capt. Parkinson. After he retired I took command of the  
built the Jefferson, and I run her three years. I was also  
Madison.

My connection with river navigation continued for eleven

Wishing you much success in your very worthy enter

I remain truly yours,  
MORGAN MASON.

690

## Charles C. Keener.

The subject of this sketch is the principal representative  
Packet Co. — one of the first organized steamboat com

After a varied experience of forty years the old company purchased by a new company, known as the St. Louis,

The old and well known Grain and Commission Mercantile stockholders in the company, and through that connection the son of the surviving partner

## 691

of the old firm became the principal proprietor of the new

Having served a long apprenticeship in the grain and steam navigation, he decided to extend the knowledge he had acquired of a *fine steam tug-boat*, which he built for his own use of the [Steamer Calhoun](#) and has devoted his personal attention since its organization.

Although not a veteran in the service, the eminent success in the fine condition in which he keeps his boats shows only requisites to success.

The unlimited means and the large operations in grain and boats a large business independent of shipments from other

If the Government continues its appropriations even in improving the navigation of the Illinois River that will in conclusion, may yet be recovered and the river again be a productive valley. Of all the tributaries of the Mississippi navigable for a good class of boats for nine months in its commerce been heeded by the Government long years and railroad bridges properly constructed, a far different and cities that were springing up all along its banks, and stimulating influences incident to shipping and receiving

The lands along the bottoms would have continued to be built, and overflowed lands recovered, the most productive whole length of the river.

Captain Keener is young, vigorous and enterprising, may yet become a bonanza to him, and a great blessing

## 693

### **Captain Joseph S. Nanson.**

was born at Fayette, Howard County, Missouri, 22nd

His first adventure as a steamboat man was on the steamer the St. Louis and Glasgow trade.

On the third trip the boat sunk and was a total loss.

Nothing daunted he left his home at Glasgow, where he had been with the late Theo. Bartholow, and went to St. Louis and pursued the fur trade for one year. At the expiration of that time he sold to a confidential friend and partner, Moses Hillard, went to

This boat sunk in the Missouri on her first trip and was

## 694

This disaster well nigh bankrupted the owners. But the following year, at Glasgow, he again repaired to Louisville and built the boat, which was successful for three seasons between St. Louis and St. Joseph. In the period, or in 1859, the Kate Howard sunk, after having cost him a large investment.

At the close of her career, [Capt. Nanson](#) and his crew were returned and remained until the close of that season.

In the spring of 1860 he formed a co-partnership with J. M. Damora, whose house at St. Louis under the name of Nanson, Damora & Co.

In 1864-5 Capt. Nanson, Henry Ames and Miles Sells purchased a steamer on the Red River to embark in cotton speculations under the name of the expedition to that river. But at Alexandria the expedition

The result was that all the cotton that had been purchased for the Confederates, and the expedition, as well as the cotton

In addition to Captain Nanson's commission business, which was large and attended with varied success, he was elected president of the Packet Company, which was composed of nine first-class

In consequence of the great demand upon his time by the company he was engaged, in 1869 he resigned his position as President

As an evidence of the appreciation in which his services were held he was rewarded with an elegant carriage costing \$1,000.

He was at one time director and owner in the Memphis and St. Louis Sultana, Ingomar, Kate Kinney, Wm. J. Lewis and Co.

In 1872-3 he organized and acted as president of a short line from Nebraska City, known as the Railroad Line, which connected with also another line from St. Joseph

## 695



to Nebraska City, which was known as the Missouri,

These later connections were more especially designed for reaching the St. Louis market, which they formerly enjoyed in consequence of the completion of several railroads across the river.

But low water and ice soon demonstrated the impossibility of the project, and he retired, never more to return to so unequal a contest.

Later, or in 1879, Captain Nanson, in company with Mr. N. J. Hillard, of the Hotel in St. Louis, and after a successful year or two in Texas, embarked with Messrs. Hillard, Buzard and Barnard in a large tract of land in Texas, which has under iron fence 80,000 acres of land, and is now owned by Buzard, Hillard and Barnard. They are feeding 50,000 head of cattle, and are making improvement of their breeds and to milch cows.

Captain Nanson was married in 1855 to Miss Belle Billings, who has borne him on in his active and enterprising career of usefulness. They have two daughters who are happily united in marriage with gentlemen of good character.

## John W. Bryant.

John W. Bryant was born in New Orleans, La., in 1841. From 1857 to 1861 he was clerk on the levee. Discharged the cargo of the *Magnolia* during the *bellum* days, served through the war, on the Confederate army, on the Hudson, serving as acting assistant quartermaster on the right wing of the defenses. Was paroled in 1865 and again became a discharging clerk. Was also a clerk in the New Orleans Post-office. In 1874 was employed as a reporter on the *New Orleans Times-Democrat*. In 1885 was made secretary of the Board of Improvement of the Western Waterways. Was also employed in New Orleans, Washington, D. C., and Memphis River

## 696

Improvement Conventions. Served also on all of the committees of the Harbor's Committee of Congress to present the resolutions of the Memphis Convention. Was charged with the duty of presenting to President Grant the resolutions of the Memphis Convention. Is also secretary of the National Board of Improvement of the Western Waterways. Others, been a prominent worker for the Board at Washington, D. C., and Memphis. Has been in the Senate and House, in securing modifications of the laws relating to the injury of the steam interests.

Is a Mason and an active worker in several benevolent

## 697

organizations, of one of which he is the president. Was before the interstate commerce commission during the

Washington.

The original of this fine picture, and the author of the representative in all prominent efforts and organizations of the Mississippi Valley, and for the protection and advancement of the country.

The Southern interests that he has so long and so ably represented to a more competent or faithful representative. His efforts on the Board of Steam Navigation, before committees of Congress, are phenomenal. None but those who have had the privilege of his acquaintance can appreciate the value of his labor.

His untiring energy and familiarity with all subjects connected with the river and his experience invaluable to his constituents, and who represent their interest in Congress they cannot select a more competent man. Why are they not always in position to do so? No interest in water transportation interests are, but what have not our constituents in Congress to represent them.

If ever this great and important interest has had an exponent to advance its interests, there is no record of it.

Is it surprising the interest languishes? While its great interests are in both branches of Congress, and on all special occasions.

Who so competent to legislate as those who are entirely familiar and competent to judge of them fairly and impartially.

Through his kindness and industry this writer is indebted to you for papers, books, etc., which will be read and enjoyed by many. I return many thanks.

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**Captain B. R. Pegram.**

Cohasset, MASS., January, 22nd, 1889.

*Capt. E. W. Gould, St. Louis, Mo.:*

DEAR SIR: — In answer to your suggestion, I may say that I am on record with so many old friends as I am sure will avail themselves of the enterprise will afford them.

While my river experience was of shorter duration than yours was an eventful one, and largely diversified.

Commencing on the Illinois River at the age of fifteen

of Apple creek; advancing from that to a pilot of a wood  
the next few years .

## 699

My father removed from Virginia, where I was born in 1810, he had an extensive practice as a physician. He died while on his way to Newport, on the Illinois River, from whence I graduated. I vibrated between the river and a farm in that neighborhood.

My first practical steamboating was on the steamboat "Ruth" '63 she was burned, it was believed, by an incendiary in Cairo. She had a large number of people on board, and many were destroyed, and some thirty-five lives.

The Ruth was a new boat, came out in the spring of 1863, 41 feet beam, 8 feet hold. Her engines came out of the factory stroke, with five 26 foot boilers 44 inches diameter. She was breaking out of the war, and there was good reason for it.

The second Ruth built a few years later, was 300 feet long, engines of the H. R. W. Hill which were 30 inches, 10 feet long. She cost \$200,000 and was very fast and an improvement. Burned in 1868, at Pawpa Island; no lives lost.

After the burning of the first Ruth, I was in command of Handy, Clara Dolson, Lady Gay, and second Ruth. At the Mississippi Steamship Co., I was for 18 months acting.

After the collapse of that company, my brother George commanded her eight years. Sold her 1878, and retired.

Wishing you merited success in the very difficult undertaking,  
very truly yours,

[B. R. Pegram](#)

## 700

### Henry C. Haarstick.

(Communicated.)

The salient points in the history of this sketch furnished can be accomplished in the business world by the unaided single humble citizen, when directed towards a definite

[Henry C. Haarstick](#), the President of the St. Louis & (Barge Line), was born in 1836 at Hohenhameln, near Germany, emigrated to America with his parents when but 13 years

sailing vessel from Hamburg to New York, and cons  
St. Louis, and the route then lay as follows: from New

## 701

Albany; thence by canal to Buffalo; thence by steamer to  
and thence by steamer to St. Louis.

The young emigrant arrived at his destination on the  
great fire and the cholera which then visited the city.

After a few years of diligent application to study, you  
February, 1853, as clerk with the distilling firm of Ma  
and becoming their successor by purchase in 1863. In 1864  
& Lawrence, and the following year, having his attent  
business done on the river, he purchased stock in the [N](#)  
[line](#), and directing his closest personal efforts toward  
which threatened its extinction, he had the satisfactor  
firm and sure foundation.

In 1869 he was elected a director and vice-president of t  
Greenleaf in March of that year, Mr. Haarstick was m  
thenceforward with signal success until 1881, during w  
sold to the St. Louis & Mississippi Valley Transporta  
\$2,000,000 cash capital, formed for the purpose of a

This new combination has been operated as a unit sinc  
direct personal management of Mr. Haarstick, and it g  
potent influence for good, not only upon the business c  
producing area of the Mississippi Valley.

Recognizing the benefits of cheap transportation to th  
direction must necessarily develop St. Louis as a mark  
persistent efforts were put forth to build up and finally  
which should form a connecting link between the Ame

It need only be said by way of illustration that, during  
grain has been reduced from 12 and 14 cents per bushel  
inuring directly to the benefit of the farmers of this co

## 703

dollars in their annual savings. Second only to this ach  
toward the stimulation of the direct importation of fo  
first to furnish the merchants of the interior with a be  
has carried vast quantities of this description of freig  
without a complaint from, the Government.

The resources of the St. L. & M. V. T. Co., embrace  
(each of a capacity of 50,000 bushels), large and conv



and New Orleans, La., a well equipped Marine Railway necessary floating elevators for transferring bulk grain. The company is carrying about 12,000,000 bushels of package freight.

Mr. Haarstick is in the prime of life and vigorous man of the great corporation of which he is president. He is public improvements; has been president of the Merchants for years, and is recognized in commercial circles as one of the most influential citizens of St. Louis. His kindly, considerate consideration for his business associates and competitors that so useful a life may be greatly prolonged.

## John G. Prather.

was born in Clermont County, Ohio, June 16th, 1834, interests from the earliest steamboating on the Ohio and he cast his lot with that interest, occupying almost every St. Louis in 1850, and following the river in various capacities returning in 1855. He associated himself with the late liquor business on the levee, where he still holds forth with the river continuing up to the present time. Was this time, notably the steamers Des Moines, Bart Able

## 704

Fannie Tatum, Westerner and others; has been twenty now a director of that line; was a staunch Union man of 5th Regiment Missouri Militia, and assisted in the organization has taken an active and prominent part in the councils of the National Democratic Committee; serving his third establishment is now the oldest on the Levee. His record Missouri, Upper Mississippi, Illinois, and Lower Missouri history. Col. P. is vigorous and according to himself Democracy vindicated by the national success in '92.

## 705

## Capt. O. P. Shinkle.

Cincinnati, Feb. 14, 1889.

*Captain E. W. Gould, St. Louis, Mo.:*

Enclosed I send a photo of myself for insertion in the navigation of Western waters.

Appreciating your object, I desire to contribute as far as I possess.

I was born in Brown County, Ohio, August 31st, 1834

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I commenced my steamboat life in 1850 at the age of sixteen in the command of a tow-boat, and continued building and navigating in that time, with the exception of two years.

During this period I have built three steamboats, have commanded at different periods on different rivers, viz.: Mississippi and White Rivers, but principally on the Ohio and M

I am at present running the steamer Golden Rule, from Cincinnati, and engaged for several years past.

While the business is not what it once was, it is still conducted and judiciously managed a small margin of profit. Although this trade seems to have passed, at least until the naviga

Trusting you will meet with success in your very laud

Yours truly,  
[O. P. Shinkle.](#)

## Captain John P. Keiser.

son of Captain Jno. W. Keiser, was born in Boone Co

He, after receiving a good English education, concluded to embark on the river with Capt. Henry W. Smith on the purpose of learning to be a pilot. In 1853 he was with Capt. Smith and obtained a license the same year, and his first piloting was on the boats. In 1854 he was engaged to pilot the N. J. Eaton, on several trips and then sunk. The remainder of the season was spent

In 1856 he was engaged in piloting in the Lightning L. Co. on the steamer Cataract; salary \$1,000 per month.

In 1857 he was master and pilot of the Cataract, in the service of

In 1858 he bought an interest in the Isabella, and was

## 707

master and pilot of her until 1861. After the war broke out

In 1862 he built the Esteller at Pittsburgh, which was

The same year he built the Majestic, a large Lower Missouri Island No. 8, May 6th, 1863. He soon afterwards bought 1864. The same year he built the Waverly for Missouri

In 1865 he built the G. B. Allen for the Missouri River burned at St. Louis, March, '67,

He then retired from the river and went into the commission firm was J. P. & C. W. Keiser. Capt. James B. Eads

## 708

St. Louis bridge, and needed some one to purchase supplies stone in the piers, etc. Capt. Keiser was selected for three months and resigned. Shortly afterwards he was made Carondelet docks, then doing a large business, and was resigned to take charge of as general superintendent of and was superintendent and general manager of that company \$1,250,000 of steamboat property, viz.: steamer Grand Genevieve, Baton Rouge, Bayou Sara, Arkansas City, Cairo, City of New Orleans, City of St. Louis, City

Bought for said company: Capitol City, Emma C. Ell Hays, Illinois, Commonwealth, City of Alton, Annie Memphis, Tennessee, and Vicksburg, Mississippi.

In 1882 Capt. Scudder resigned his position as President elected President and under his administration the St. I consolidated into the New Orleans Anchor Line, and he resigned his position of President and sold his steamboat gas stock in the Laclede Gas Company of St. Louis, and immediately on his resignation of the Presidency of the health and the earnings of his successful career as a boatman successfully as much, or more, steamboat property as

## L. M. Chipley.

St. Louis, Mo., 4th, 11th, 1889.

*Capt. E. W. Gould: —*

I herewith hand you a photo of the first steamer [Post Boy](#) River trade (Naples Packet Co.) in 1859. The Post Boy for her power. The average time made by this steamer

## 709

hours and five minutes to Alton, and twelve hours to New passengers. Hugh Thomas, agent at Florence, always

correct time, as he regulated it by the arrival of the Post Boy  
a. m. without fail every Tuesday, Thursday and Saturday  
was on this boat in capacity

**710**

of second clerk and I thought that I had reached the highest  
appointed by you to the position of an officer on this steamer  
steamer was the height of ambition with all young men  
is an air of importance about a steamboat officer on duty  
many passengers that travel on boats.

The Post Boy was in the government service during the war  
fleet at Vicksburg during the siege, and also dispatched on the  
Arkansas Post, and served in same capacity on White Star  
returned to Saint Louis in the fall of 1863 and was destined  
Bell, Hiawatha and last, but not least, the Steamer Impregnable  
steamboat that ever run in the St. Louis and New Orleans

The officers of the Post Boy were Jas. Abrams, Master; J. M.  
P. King and T. B. Chipley, Pilots; Wash McCann and  
Hosey Densmore, Mates; Feilding Corbin, Steward. I  
became connected with railroading that superseded the  
West, as they were more familiar with the details of the  
possibly be. The only reason or explanation I can offer  
track, equipped with a forty-foot box car as a competitor  
thousand ton steamer with a free river three thousand ton  
opportunity, and built, as it were, a fence of railroad iron  
steamboats to be starved out of the business that had taken  
millions of dollars to their owners who had not kept pace  
freight and passengers, a want that railroads filled to

Yours truly,  
[L. M. Chipley.](#)

**712**

## **Captain William F. Davidson.**

long and favorably known in connection with the steamboat  
tributaries. For a number of years he resided in St. Louis  
different steamboat lines, most notably The Northwestern  
Northern Line Packet Company.

His early career in steamboating began on the Ohio River  
the entire Mississippi Valley, and there is hardly a man  
of the valley during the past half century, who has obtained  
the late Commodore Davidson.

He was born at South Point, Lawrence County, Ohio.  
Davidson — was a pioneer in that part of Ohio, and was



of the State, Eastern Kentucky and West Virginia.

The subject of this sketch began his steamboat career on the Mississippi River, the Ohio River, the Sciota, and other tributaries. He did something in that line in the early days of boating. As a young man he became interested as part owner in the steamboats The United States Aid, The Jacob Traber, The Frank

He married in Southern Ohio, in the winter of 1858-59. He leaves surviving him a son — Mr. Davidson — and a daughter — Miss Sallie Davidson — who makes her home

[Commodore Davidson](#) visited St. Paul and the Upper Mississippi. He began steamboating on a large scale between St. Paul and the Upper Mississippi, and his business increased until his line was extended from St. Paul to St. Louis. His line of boating and transportation that in the spring of 1865 he abandoned and so removed his family to that point, making it his home. He was much interested in real estate in the city of St. Paul, where he was engaged in improving it and building business

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blocks and structures thereon, up to the time of his death in 1887.

During his residence in St. Louis he was converted, and became a member of the temperance and religious reforms. Perhaps the best work he did was in connection with the St. Louis Bethel Association, where he was the pastor. He was also interested in other religious interests. He was later also identified with the St. Paul Temperance organization at the time of his death.

After he became interested in religious work he abolished the use of liquor and did a great deal of personal work to reform the employees

## 714

from intemperance and immorality. He personally assisted in the reformation of those once employed, or in whom he had become interested while

He was a very hard worker, giving his personal attention to his business days before his death. He led a very busy life, and never indulged in amusements which engross the attention of most men

His estate at the time of his death was quite large, and his property well located in the heart of St. Paul. Much of it was acquired in 1865, and certainly prior to 1870, and had increased and added to his fortune to his heirs.

He was identified with so many business enterprises of the community which he had done so much to build up and

had inaugurated and pushed to success. Many of the best of the Mississippi Valley, will long remember him as a pleasant man of business, he was always ready to do his share in which he became connected.

Like many of his associates — who have passed over to lying quietly at rest in Oakland Cemetery in the city of

## Captain C. W. Batchelor.

Captain Chas. W. Batchelor was born in Steubenville, private schools in his native town. His father was Jos. Steubenville, in 1810, and engaged in the manufacture apprenticed himself to Captain Henry Mason, of Wheeling. In 1845 he became a full pilot, and in 1849 he bought the *Hibernia*, No. 2, of Pittsburgh and Cincinnati Packet Company, in command of the famous *Alleghany* in the same line. In 1850 he built the *Americus* for the Pittsburgh and Nashville trade, which river to become

### 715

the active Vice-President of the Eureka Insurance Company, agent in settling marine losses. In 1861 he was appointed Agent and United States Depository at Pittsburgh, where he was removed by President Johnson, because he would not comply with the latter office, he disbursed over one hundred million in his debt. In 1867, he became president of the Eagle Coal Company, which continued until 1873. In 1868 he was made president of the Alleghany Coal Company, which continued until 1884, when he resigned to become acting president of the

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Pittsburgh Petroleum Exchange. He continues his presidency of the Oil Exchange. He is now the president of the Gas Company, Virginia, furnishing gas to the city of Wheeling, and the Gas Company, Limited, of Pittsburgh, the first gas company for manufacturing purposes, which was in 1875, and president of the Insurance Company of Pittsburgh. During his steamship career he has followed the following steamers: *Hibernia* No. 2, *Alleghany*, *Americus*, *Paragon*, *Mary E. Forsyth*, *Geo. W. Graham*, *W. E. Guidon*, *F. Y. Batchelor*, and the *Lac La Bell*, of Cleveland.

In 1885 he was made Chairman of the Committee of Arrangements for the celebration of the opening of Davis Island Dam, at Pittsburgh.

Captain Batchelor has been a prominent Mason for years, and has received the degree of Master, and has been conferred, and past Grand Commander, of the Grand Lodge of Pennsylvania.

Louisville, KY, June 20, 1889.

*Capt. E. W. Gould, 1620 S. Grand Avenue, St. Louis,*

DEAR SIR — I have been away from home a great deal and have neglected to send you biographies of the lives of (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

Yours truly,  
T. H. Sherley.

## Captain Z. M. Sherley.

"This distinguished citizen of Kentucky was born in (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

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drowned in the Mississippi River. The resemblance of (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

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to beat a very hurried retreat. The dying man spoke to (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

In due course of time Captain Sherley married the widow (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

Captain Sherley engaged for a short time in the pork business (I will send you a copy taken from the "Ohio Falls Cities and their history" if your history is published I would be glad to have some)

was ever more gifted for any enterprise than he was for owner in the mail line between Louisville and Cincinnati interest was manifested conspicuously in every feature the country by his great success with everything of this an interest also in the line of packets running from Louisville owner in the ferry-boat interest between Louisville and to be found boats that surpassed the equipments of the he thus wielded an immense trade that widely extended far off borders of Texas, and from the Atlantic to the increased, he seemed to expand his capacity for every enterprise.

During the civil war he was incessantly at his post, at military authorities.

## 719

He was never found wanting in anything that was needed judicious, and when he was called upon for action he was When, for example, it was necessary to move Gen. Buell Sherley at once furnished means for the transportation appearance at the proper time as if by magic. This was knowledge, the wide acquaintance he enjoyed among soldiers enabled him to supply the government with all it needed promptitude, enabled Buell to reach Pittsburgh Landing and supplies to the soldiers in the field, supplied of ten the Northwest and the middle States, he was the master single instance in promptly furnishing the needed means emergencies he seemed at times to be endowed with a spirit to the letter, and in the fullness of its spirit, the apostle season!" It was remarkable how he met every emergency upon his capacity was carried out. He thus gave free aid have footed up thousands of dollars if charges had been know that no suffering soldier was kept out of supplies.

When the last battle was fought, before its smoke cleared enlarged and judicious spirit of conciliation. He at once and that we, who had met as hostiles, should become friends conduct; he remembered in the calamities of the South beneficence. In these highest traits of humanity he was the war in doing all in his power to bring about this result problem. In the pursuit of this object he enjoyed the esteem authorities, and his advice was eagerly sought and used an immense influence for the welfare of his country. In the less effective.

## 720

In the city of Louisville his judgment and management highest degree useful in their various exercises. He was University of Louisville for a number of years, and was duties of the trusteeship. For a number of years, indeed



of the Board of Trustees of the Kentucky Institution for the Printing-house for the Blind. In the duties devolving upon him for the excellence of his services. In the heating apparatus building, in the stucco work on the house, his labors and testimonials that will be fitting monuments to his noble trustee of Cave Hill Cemetery. Through his active age removed and graces of beauty and taste were substituted awakening memories in the mind that materially aid in to the taste and delight the eye by their beauty. In all the conspicuous traces of himself as imperishable as the marble expended. In all his business ways, his management of unostentatious way in which he succeeded. No braying

Captain Sherley was married three times. The first wife member of the celebrated Tarascon family. The second third, who survives him, was Miss Susan W. Cromwell. Of these wives survives him. He left a large estate which during an afflictive illness which carried him off was cancer of the lungs. During the last twelve months of his life he rarely felt pain and his mind was remarkably clear, and he attended to a variety of business. He was very conspicuous in all his affairs long after his condition up to near about the time the cancerous tumor was removed. At 2:15 o'clock on the morning of February 18, 1879, his life ended. He is buried in the beautiful Cemetery of Cave Hill. His friends and relatives are of sorrowing

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friends and relatives. He had become a member of the Institution and his hours of consciousness were, as his life had been, by a multitude of his admirers, the Rev Messrs. Simpson and His body reposes in the beautiful Cemetery of Cave Hill.

Thus passed away from among us one of the most perfect the commonwealth has just reason to be proud. In all the advancing the welfare of his fellow-citizens. Calm, serene, never made a mistake in the conception of what it was right. He walked in the pathway which his judgment approved. The amount of confidence among those who sought his advice hundreds of this kind that never were misplaced. It is in him for guidance, and how cheerfully and calmly he aided of relatives to whom his beneficence and kindness were father, he was a great exemplar. In his friendships he kept them concealed.

Upon the occasion of his death, the various and numerous who had been connected in the transaction of public affairs, meetings had experienced, and expressed their sense of the great loss

## Captain Joseph Swagar.

"The hero of this brief sketch enjoys the honor, doubtless

in the Mississippi Valley. Now, about to round his mind and body, with his physical faculties almost unimpaired and clear and vivid recollections, stated in his graphic yet simple manner almost to the very dawn of the new era in river transportation.

Captain Swagar is a native of the Keystone State, born in the north of Philadelphia,

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on the 29th of October, 1792. When but eight years of age he came in, he went with his parents to reside in the quiet pursuits of home and the schools of that time, when, he became a cooper, smith, and in seven years became thoroughly master of his trade. He then, late in 1815, decided to try his fortune in the mountains to the Ohio, and for lack of better conveyance voyaged down that stream. It was caught by cold weather and pushed into the interior, spending the remainder of the

## 723

The next spring — sixty-six years, two generations ago — which most of his busy life since has been identified with. He carried cargoes of bacon, whisky and tobacco, to New Orleans, and then took ship for Richmond, Virginia. On this voyage he was on the coast; but happily escaped, went on to Richmond, and there he had taken a fancy; however, to the rising and hopeful young man a little rest at the old home, he started again toward the mountains. He carried a little at Pittsburgh, and thereby arranged to go into the Hope Distillery, then about to become the property of the State, engaged as an engineer in it upon his arrival, and com-

There were few skilled mechanics of any kind then in the West, and he was considerably in demand. Messrs. David Prentice and Thomas Taylor started their foundry here, and turned over to him all the business. He served them profitably until 1821, by which time they had decided to extinguish this in part, he took an eighth interest in the next year, and of which Captain J. Beckwith took command in the year (1823), when he mounted the deck of his first vessel, the *Plowboy*, built that year, of which he also owned an eighth share. She drawing only three feet when empty, and built after the plan of the *Wabash*, took her up the Wabash to Terre Haute, and gave the people there their first glimpse of a real steamboat — a sign which was never to be seen. Until 1828 Captain Swagar was chief officer of the *Scioto*, bought the original *Diana*, and on several eventful trips he went up the Missouri with her to Court House, and a regiment of regular infantry to Fort Leavenworth, and afterward he built a boat which made a yet more notable voyage, and is permanently recorded in history. We will let him tell the

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story in his own words, as communicated to the *Courier*

"After the total failure of the Colonel-Dick-Johnson expedition on the Missouri River was deemed un-navigable for steamers, trading-posts on the Missouri River and Yellowstone, steamer Yellowstone in 1830-31. I had run the Diana up with perfect success the year before, and assured the Fur Company that would go to the mouth of the Yellowstone and back; that all that was required was a boat of easy mode. The engine of the Yellowstone was at least fifty per cent better than any other. This steamer made one voyage a year to the Yellowstone engine or serious casualty, until the hull was deemed unfit for this boat without pay or charge, as I had promised the Fur Company to build per year. My pride of citizenship induced me to build steamboats and engines of a superior class for

In 1836-37 Captain Swagar built the steamer Antelope for the Fur Company, which he navigated the turbulent Missouri. He had started the first steamer completed in it the first steamer built on this side of the mountains, and also built the Yellowstone. Owning three-fourths of the Antelope for two years; sold out and built the Diana No. 2; for the Fur Company; built the General Brown in 1836, for himself (she was on the Cincinnati line of mail packets), and D. S. Benedict in 1837. The year he sold her to his partners and others, and built the Diana No. 3, which a premium of five hundred dollars in gold was offered to him for making her reach Orleans inside of six days, brought the mails up in five days. From 1842 the Captain himself ran the Diana No. 3, until she was reconstructed for the Diana No. 4, which he commanded. Homer, ran her two

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years, and then, in 1848, at the age of fifty-six, he retired.

In the year 1849 he made the overland trip with Bryant's expedition, two thousand two hundred miles, with a pack-mule train, and was instrumental, with the late Capt. John Shallcross, in the regulation of steamboat navigation through Congress, and the purchase of hulls at Louisville, and held the post until 1861. Since that time in business, although for some time about 1865 he was in partnership, married in 1819 to Miss Mary Walter, of Louisville, she was a well-known history as a lively speculator of that age. She died in 1871, leaving a daughter, being Rachel Moore, of Philadelphia, descendant of one of the first settlers who survived until February 1, 1870. His children living are three sons and wife, now wife of Joseph Clement, long a hardware merchant in Louisville, and Ella S., daughter of Mrs. Moore-Swagar, married in Louisville, and they have five children — three daughters and two sons, four by each marriage — among them a very distinguished one, after a varied and eventful life, died in Paris in 1871."

**Capt. John W. Cannon.**

The following short letter from his son indicates the character throughout Capt. Cannon's life that to those who knew him was most laudable. Laudable ambition was his peculiarity. Honesty and integrity, kindness, generosity and suavity were prominent virtues.

His great ambition to excel all competitors involved his remarkable physique and of good judgment his ambition.

To his enterprise and ambition the merchant marine of the world renowned elegance and speed of its steamboats in

The accompanying cut is a photograph of the steamer

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[Robert E. Lee](#) as she appeared on her arrival at St. Louis

Capt. Cannon's name is so familiarly associated with the river involves that of the other.

It is claimed by the friends of the Lee that she was the

The record shows that she made the best time from New Orleans to most of the points below St. Louis.

Whether the circumstances attending the great race against the Lee in 1844, were such as to deprive that boat of the championship remain a noted question.

The last boat of that name left an imperfect record of speed, the fastest and the most elegant steamboat ever built for the

New Orleans, April 10th, 1889.

*Capt. E. W. Gould, St. Louis, Mo.:*

"DEAR SIR — Agreeable to promise I now write you. I was born June 17th, 1820, on a farm, two miles above Hawesville, Mo. His tuition at school he paid with money earned by railroading down the Mississippi with a flat-boat laden with coal. He worked boats as cub pilot, paying for that privilege by sundry means, in strict economy saving his earnings, and with the aid of his father's boat was destroyed by the explosion of her boilers at the mouth of the river a large number of persons were killed by the accident. The Bella Dona, W. W. Farmer, R. W. McRae, Gen. Quincy Cannon, Ed. Richardson. Owned the Rockaway, Anniston, no knowledge of. Father was attacked in the prime of life with phthisis which settled on his lungs, and after many years of physical suffering died April 18th, 1882, where he is buried.



I trust from the above you will be able to get what data

With my kindest regards and best wishes for your health

Respectfully yours, etc.,  
W. L. Cannon

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Prominent Names that have Crossed the River.

Among the foregoing, whose biographies and autobiographies I have missed the names of many of their cotemporaries, the reader would awaken pleasant memories of the past in the midst of so much to the interest of these pages.

It was the hope and expectation of the author to enlist a large number of names of the work.

But the modesty of the survivors and the apparent apathy to the other shore, leaves a vacancy in the history of the river that is regretted.

Among the many prominent names that will be recalled in this work, are Captains Forsythe, Jacobs, Beltzhoover, Mackay, Smith, Stockdale, Reno, Poe, Hazlett, McLain, Massie, Summons, Kyle, Shallcross, Bashum, Goslee, Sturgis, Mekin, Irwin, Benedict, McConnell, Hildreth, Faucet,

On the Upper Mississippi such familiar names as Taylor, Eaton, Miller, Fitheon, Bernard, Warner, Whitney, Johnson, Weaver, Cameron, Gorman, Ater, De Witt, Sweeney, Stettinius, Price, Blood and many others no less worthy of mention.

The Lower Mississippi too, has its mementoes of the past. Gotten, Strecke, Hooper, Kounz, Sinnott, Burdeau, and many others worthy of an epitaph in a history devoted to the great river actors, the absence of which may suggest to their survivors the need of *epitaphs* before crossing the river for the last time.

No profession in life is more frequently called upon to serve and the unworthy than the Western river boatman, and his share of humanity.

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STEAMBOAT BOOK-KEEPING OF LONG AGO

The following imaginary dialogue so well illustrates a subject so familiar with, it deserves a place in these reminiscences.

It is from the Sketch Book of St. Louis, published in

"From the simplicity of the practical forms now in use etc., the limited variety of transactions and the uniform ordinary routine consequent upon doing a cash business steamboat book-keeping to be a very easy and simple thing experienced steamboat clerks, such is the fact, but in a

That is, steamboat book-keeping without the knowledge varied and difficult than the latter. And why should it contract debts, deliver goods without pay, just as merchants

They often speculate just as merchants speculate and not "raise the wind" or to make ends meet under circumstances have known a man to purchase a steamboat without a cent up his "shingle" for New Orleans, get a full cargo, set his freight list, negotiate a bill of exchange on his agent, make a successful trip or two, pay for his boat and in a speculation.

Such, and three times as much more of a kindred nature any one whose duty calls him to wade through lots of books

Understanding *one account* an alternative is left him, *account*.

Recapitulate and hand over a cash memorandum to his

This clerk turns over a new leaf, counts the actual cash sheet," but pays no further attention to the "cash memorandum

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The memorandum is soon misplaced or lost, debts due the boat commence coming in, of which there is no entry

The season advancing and the receipts falling off, the following interesting conversation occurs: —

*Owner.* Well, Cap, what is the word?

*Captain.* Gentlemen, we have had a fine run, a splendid made better time, burned less wood, carried less crew, gentlemen, it is acknowledged by all hands in port and emphatically *the boat*.

*Owners.* Good morning, Mr. Clerk, what's the good

*Clerk.* Good morning, gentlemen; right side up; only up a cord of it."

*Owners.* What do you mean by a good chance, Mr. Clerk

*Clerk.* Get the owners to square off the old debts up to first-rate running order, and let Capt. — manage affair

*Owners.* How far short will she be after paying off as

*Clerk.* Can't tell exactly; indeed, a Philadelphia lawyer's books have been kept, up to the time of my taking charge, so far as known, about fourteen hundred dollars will be

*Owners.* Well, well, this will do pretty well for green popular captain; an economical steward; had a splendid

This might be thought a fancy sketch by some, with embark in a steamboat speculation. But it is our candid issue a narrative containing the history of steamboating of those who are not familiar with steamboat accounts captains, pilots, engineers, etc., had been ruined, or been incompetent, inexperienced and careless steamboat clerks

It must be recollected that this picture was drawn in 1850

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We have had a good deal of experience in the last thirty years of war, which developed a good deal of rough clerks, contractors and star-routers; some loyal patriotism that to be picked, and some magnificent specimens of steal little shortings that have been developed by incompetent introduction of steam.

Then, again, we have seen the demoralizing effect of civil life, aldermen, bank officers and confidential clerks declared he believed was true, we have the satisfaction of thieves.

We also have the satisfaction of knowing that steamboating honest as the average of mankind, who are obliged to work then only get employment half the time. Besides, if they had the money to steal they had at the time above referred to

However, the picture of the expert is no ideal one, but of the same state of facts, if not the same language, has existed when engaged in the business.

The failure or want of success does not, however, as the majority of cases, arise from dishonest clerks, but from boatmen, but as good business men.

There is no position in life where a more thorough knowledge of what is due to patrons, to the employed, and to political

good business steamboat. The practice of placing a master, sailor, or familiar with the duties of a master, or whatever qualifications has done more to ruin the success of owners than the ignorance, or lack of integrity on the part of sailors.

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### FIFTY YEARS OBSERVATIONS CONDENSED

In the lifetime of a nation *fifty years* is but a span, a man's an eventful life, how much is often crowded into it. Here are related of the events that have transpired under the observation

While these pages chronicle events covering a much longer desultory history it may be interesting to note a few of the events of the valley within the observation of one man, and will be evolved.

A recent trip (1889) along the principal streams of the valley afforded an opportunity to contrast the situation, the condition of

### THEN AND NOW.

Commencing at New Orleans, the natural culminating point of the great valley, from the deck of a steamboat one is struck with the change of one who was familiar with the scene *fifty years ago* and the change.

*Then*, all was life and animation, no commercial scene was to be seen at New Orleans during the business season from 1840 to 1860.

No mart, or area devoted to commercial purposes, could be seen where business transacted, the number of vessels engaged, the cosmopolitan character of the people that thronged there.

*Now*, how changed — instead of the moving panorama of steamboats in quick succession throughout the immense space devoted to them, trains of cars and numerous depots, sheds, etc., occupy the front that was then occupied by so many steamboats, few of them comparatively few of either, but with many large steamships and a few sailing craft and a few steamboats.

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There are no statistics at hand by which to determine the extent of the change. But while the city is supposed to have added 150,000 inhabitants, it is evident its commerce has largely increased, although judgment would lead one to conclude there has been a large falling

*Then* there were no railroads. *Now* there are seven lines

Modern ideas are developing in every direction. Progress



parts of the city. Buildings that would do credit to any residences indicate a degree of wealth and refinement unobserved in the sanitary condition of the city, resulting in a more perfect drainage.

Much yet remains to be done in that direction, and who present greater attractions to visitors or to business men.

Its system of street railroads is unequalled, many of its electric lights throughout the city surpasses that of the character and habits of the people. This arises largely of the slaves and a more general adoption of American

Its close proximity to the West India Islands, to Central the Isthmus routes which are soon to be opened to communication extending to all parts of the valley, it is Orleans will realize greater changes than it has in the last

In passing up the river from New Orleans *fifty years* has apparent. Not so much perhaps in fifty as in forty years system of labor too.

Many large, fine sugar plantations are much neglected willows and weeds, many sugar houses are in ruins and was seen rows of 20, 30, 40 and 50 neat comfortable cottages deserted while the occupants are scattered and many of down the earth, while

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others are squatting along the banks of the river in little and an occasional day's work they can chance to get from Even that universal resort to which all poorer classes of heritage, whether slave or free, no longer avails them, houses and steamboats have substituted coal for fuel in doubtful whether the negroes have sufficient energy to larger estates that owned and worked from three to six hundred subdivided until they are no longer recognized as the best

In many places may be seen along the banks of the river houses, cabins and tents, "among which one of larger a son of Abraham, dispensing the necessaries of life to hundred per cent, "being just what he cost me, so help

There have been since the war but few improvements, This is not only true on the coast, within the sugar-belt appear much improvement in the small towns and parishes embryo *fifty years* ago have disappeared altogether.

Baton Rouge is the first point above New Orleans that demand to "fall in" and join in the march of improvement

Leaving many towns in obscurity that had large pretensions sitting upon a hill that cannot be hidden, and while evil has not made rapid strides commensurate with the best of a hundred years ago Natchez was an important point, and New Orleans on the Mississippi.

"Natchez under the hill" had a notoriety known to no other in May, 1840, swept from sight nearly all the buildings and rendezvous for the thousands of desperate and dissolute

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of the city has never been re-built, but the destruction of the old and improved dwellings and business houses.

Passing several which were embryo cities *fifty years ago* Chickasaw Bluff, has survived the fierce onslaught of the effects of Yankee shells from Young's Point, and still stands from the river to be seen from New Orleans to St. Louis. The course has succeeded in doing what General Grant could not do in its channel, through the capacity of Government engineering. Congress, Vicksburg still maintains its commercial importance and prosperity. The quiet and unpretending little city of Lake Charles, picturesque lake of that name, seems to about hold its own in the minds of travelers and navigators of *fifty years ago* and a city unknown to fame *fifty years ago*. But if the Government tendency to cave and float off, there seems good reason to believe that nationalities there, will succeed in building a city of so much importance. Columbia and Gaines Landing have ceased to attract attention as they once were.

Arkansas City, fifty miles above Greenville, is a modern city from the fact that a railroad connected it with Pine Bluff. The argus eye of Jay Gould was attracted by the volume of business the branch road settled the question, leaving Arkansas City to the man's suggestion.

At the mouth of the Arkansas River where once stood the city to mark the spot, and its classic grounds have long since been replaced by jetties.

The mouth of the White River or Montgomery's Point is a resort and hiding place of *Murrel's gang*, and river piracy is a rival, Napoleon, and deposited in the waters of the gulf. No other point on the Mississippi can boast of.

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*Friar's Point* has changed but little in appearance in *fif*

*Helena* has "fought a good fight," and arisen from a and enterprise of her citizens has excited the admiration probably result in more perfect protection in the near fu

*Sterling, Austin and Commerce* have but little left to i

Memphis stands out in bold relief, and in striking con submerged bottomlands, that we have been passing sin Bluff.

Here, on what was familiarly known as the Second Ch into life a beautiful city of 100,000 inhabitants, whi that number.

After traveling hundreds of miles through the low wil cord-wood piles that lined its banks *fifty years* ago, and numerous flat-boats that were never out of sight, Men thought that we have retrograded — that we have been *years*.

Notwithstanding the absence of the large number of st front of the city, and covered its limited wharf with co countries, enough remains to contrast the progress in caught the inspiration of the age, and is no longer wec manner of doing business in ante bellum times.

New Orleans and other rival points must look well to t *cotton aspirations* and leave them in the shade.

What has been said of the country below Memphis wi first old land mark, Randolph, is about "snowed unde shipping point. Osceola is obscured from view by the claiming to be among the progressive points in Arkan

The fleet of government boats laying at the upper landi appearance now from *fifty years ago*, except the large t

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town. The same monotony continues, only intensified wood, and wood-boats, that formerly lined both shores (Caruthersville), Point Pleasant and New Madrid.

These places occupy about the same position and impo being still on wheels, gracefully recedes as the river en

There is scarcely enough left of *Island Number Ten* t days of the rebellion, when mortar practice with whist warfare. Mills Point, or Hickman, as it is now called, when a railroad reached it, which was supposed to inc

immense tobacco trade, of which it had a monopoly, and its pre-eminence as a shipping point.

The Chalk Banks and Columbus, or as formerly known, own against the resistless force of the Mississippi, while leaving the little town of Columbus undisturbed; while the first train of cars that crossed the ferry to the Iron

*Fifty years* has done much to bring Cairo to the front, "River Gods" that unite here and carry commerce and

It is now just *fifty years*, or in 1839, this writer had only a single house to mark the spot in high water, but marked with one larger one, kept by a Mr. Falls, a very accomplished the river at Birds Point, in Missouri, and did business

The channel of the Mississippi at that time was close to "Haliday House" now stands.

The two islands that have since occupied the bend above on the point at Cairo, and in turn have again been washed are more than a mile below the town.

The *one house* was located near the Mississippi, and was a

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story frame, some 150 feet long, divided into compartments, store house, and in fact for anything that needed shelter

In coming out of the Mississippi with the steamer *K* bottom about two miles above the point, knocking a large going into the hold, I at once saw would sink the boat at Cairo. But as the current was too strong, and the river just falling in with the bank and the island, I ran to the John Carlisle), to get the boat around the point at Cairo could reach to land the large number of passengers on the closely one could have nearly reached dry land by jumping among several flat-boats, with but little regard to the river, prevailed themselves of those floating craft to escape from run a hauser to a big cotton-wood tree then standing on when she went down.

The boat was loaded principally with lead, and sunk with stock, and of them but few could be unloosed in time to

As is often the case in time of peril and excitement, so indelibly fixed in my mind.



After the boat struck the snag and it was announced she was to be hoisted on the roof, I passed through the cabin to see that the passengers were all ready for the morning. I found everybody up and in the cabin, but not a word to know or care anything about toilets or clothing. One of the number of slaves on board he was taking to New Orleans was in the after part of the cabin, with his pants and one suspended by his hands, which he was trying to inflate, crying at the top of his voice, "are my niggers?" But the negroes were saved and reached their destination.

The light freight and other movable things about the vessel

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were soon disposed of by the river pirates, and others later.

As this was before the introduction of diving-bells and other apparatus, many years in the hull, and was in after years a frequent discovery, proved a *lead mine* worth working.

A stay of some weeks at the wreck made a lasting impression on the minds of the *Cairo hotel* and the value of water lots.

Until the Illinois Central Railroad built its track along the river, the growth of Cairo was slow. Since that time it has made rapid progress, not interrupted by the building of railroad bridges, in the protection of the river banks, there seems no good reason to expect improvement in the next fifty years than it has in the last fifty. On the river above Cairo go, there is no advantage over those of the *Girardeau* and *Chester*, *fifty years* has made no change in the river. The two places seem to have overshadowed all others along the river. The principal railroad points may account in some degree for this.

In all the changes that *fifty years*, has produced between the *then* and *now*, as the changes in the number and character of the float boats on the river thereto.

### THEN AND NOW.

*Then* a steamboat of 1,000 tons capacity was never seen.

*Now* those of 1,500 tons are not uncommon.

*Then* a boat with two engines was unheard of.

*Now* it is not unusual for them to have six and sometimes eight.

*Then* a doctor or auxiliary engine for pumping water in the hull was a whistle never heard.

*Now* they are universal.

*Then* the use of steam to work the capstan or to handle

*Now* no boat is without them.

*Then* loose planks were used to construct a stage or galley

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*Now* a substantial stage is always suspended and ready to be raised by steam by the time the boat strikes the landing.

*Then* the use of coal for steam on Mississippi River boats was an important feature which even the deck passengers

*Now* wood is seldom used except for culinary purposes. The universal electric light supersedes all other modes of artificial light. Steam auxiliaries to safety, convenience and economy that has revolutionized navigation.

*Then* boats were constructed with the ladies' cabin in the fore part. The gentlemen occupied a cabin overhead, like the fore-cabin, but not thought of, nor a Texas for the crew provided.

*Then* a tow-boat with barges of produce or merchandise

*Now* a larger amount of both are thus transported than ever

*Then* a steamboat was seldom out of sight, night or day, a novel sight.

*Now* to meet or pass a steamboat attracts particular attention. A steamboat is seldom seen, while tow-boats with large tows of barges are frequently in sight.

In a good stage of water in the Ohio River a tow-boat with a dozen barges down the Mississippi, or the same number of empty barges

*Then* no beacon light was seen on the banks to assist a boat in a stormy night, or relieve the anxiety of the captain who knew they were in for an ugly snag, or a dangerous break he knew they were

*Now*, through the watchful care of the light house board of the Government, all difficult crossings are well defined, and uncertainty is removed.

*Then*, to see fifty snags in the channel at one glance was no novelty.

*Now*, through the ingenuity of Captain Henry M. Shreve

snags as often as they make their appearance, and the g

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has rendered practicable the raising of many sunken bo

*Then* the custom of *card playing* was almost universal. All participated, when off duty. As the rules of most boats "for amusement" or require them to "retire at 10 o'clock" or "small hours, and not infrequently until daylight — many that they have often found the same players still engaged when they called their cabin crew at daylight in the morning, that the evening previous.

To find fifteen or twenty old decks of cards strewn over part of the cabin that was then appropriated to card play, of course before the Texas or officer's quarters were introduced, is a thing.

Fabulous stories were told of the amount of money and and not infrequently, negroes, then on the way to a Southern port, staked on the result of the *winning hand*.

As evidence that those games were sometimes indulged in, there is abundant testimony. A single case in point will illustrate as many (not very old boatmen either) will recall the cir

In the early spring of — the beautiful little side-wheel boat returning to St. Louis from a trip to New Orleans, via Memphis and Cairo.

The boat and cargo were a total loss, but no other casualties. The pilot on watch, or who should have been on watch, the passengers, and a steersman was piloting the boat, wh

Many such cases could doubtless be enumerated, but no

*Now*, all is changed. One may sometimes make a trip of any kind played. Gambling is an unusual occurrence on a boat, closed at bed-time, in

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accordance with the rules of all good boats. Now, such a case on board is of rare occurrence and never to the neglect of d

The cause of this change may be more difficult to determine than the state of morals.

While there may be less public gambling with cards, business transactions than ever before. The principal d cards, and on the price of corn or wheat next month, is has become a legitimate (?) occupation, and the other i may be an interesting question for the moralist to deter

## UPPER MISSISSIPPI.

Leaving St. Louis and going up the Mississippi, *fift* of the country or of the river, until Keokuk is reached

The few towns and cities that are passed show an impr marked, considering the length of time between *then a*

Half a century has developed Keokuk from a small vill prosperous city of 40,000.

From there to the falls of St. Anthony there has been a v cultivation of the land on the banks of the river, but als

*Fifty years* has probably done more to develop and culti all other portions combined.

The first half of the fifty years developed an immense largely transferred to railroads and the tonnage of the ri

The large expenditures by the government for the impr the river a constantly increasing business.

The pine lumber business is probably the only one that has been within the *fifty years*. It now employs some ic

The only thing that seems possible to interfere with th timber.

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While the numerous bridges across the stream add larg introduction of steam still renders the river the cheapes

Most of the large towns above St. Louis have been bui trade.

Less than *fifty years* has brought St. Paul and Minneap condition. Many boatmen are still living who can reme cabin to mark their location; so too with many of the t

*Fifty years* has seen Nauvoo grow from a single stone inhabitants and then dwindle away to less than one thou

The beautiful transparency of the water, as it floats ge



islands — the picturesque beauty of the bold promontory of the water's edge, added to the healthy invigorating climate of the portion of the great Mississippi Valley, and who will be unborn,

Among other great changes *fifty years* has made on this river than the building of the canal at Keokuk has produced

*Then*, no point on the river above St. Louis exhibited a scene it did, especially during the low water season.

To see 40 or 50 flat-boats or lighters engaged in receiving produce from steamboats to be lighted across the rapid involving the labor of a large number of men and horses waiting to discharge or receive the cargo that was being brought below — presenting an animated scene unequalled at any

*Now*, the canal has changed all that and the steamboat, or from the canal, leaving Keokuk like a way station on the completion of a railroad bridge. But Keokuk anticipates it is now largely independent of either steamboat or railroad. It has made more changes in the commerce of Western waters than the industry known under two classes, although used for the same purpose.

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The *tug-boat*, with a screw propeller, and the regular side-wheel, neither of which was known or used *fifty years* ago, are largely devoted.

With the exception of towing ships to and from New Orleans, and they were a powerful class of side-wheel boats built for that purpose, tow-boats is legion, and are seen every where.

A far greater amount of capital is now invested in towing than ever. As high as \$75,000 is sometimes invested in a single tow-boat.

There are at the present time (1889) about eighty tow-boats of them of the largest class. About an equal number is employed on the river.

There are about twenty owned at St. Louis employed on the Mississippi Valley Barge Co. There are some 100 employed on the Mississippi.

There is also a large number of tug-boats which are found in every water craft in the harbors and for short jobs of towing.

There has been nothing introduced within the *fifty years* that has not saved and saving of labor as these little tugs.

From past experience and present indications it seems that the tow-boat will be the principal factor in river commerce. Coal, lumber, bulk grain, ice and rock, which constitute largely dependent upon this mode of transportation and

### CHANGES ON THE MISSOURI.

*Fifty years* have seen greater changes in the commerce of the Missouri Rivers than is perceptible in the improvements upon the cities and towns have grown into prominence while by almost forgotten. Less land is in cultivation on the banks *years ago*. While the commerce of the valleys has largely disappeared; although during the

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half century, the surface of these rivers have floated many a world.

The three millions of dollars the government has expended of the Missouri has not done so much to improve it as not probable that *fifty years* more will restore to the river what has required less than forty years to reduce the number of boats to scarcely none at all at the present time.

### CHANGES ON THE ILLINOIS.

*Fifty years* has reduced the trade on the Illinois, nearly half of both valleys is rapidly increasing there seems no reason to become a necessity for many years to come.

### CHANGES ON THE OHIO AND TRIBUTARIES.

*Fifty years* has probably wrought less radical changes on the Mississippi.

While there has been but little change in the products of the valley very large; and yet for thirty years water transportation of the article of coal. That industry has increased so rapidly in the valley of the one has been counterbalanced by the increase of the other changes. It is now (1889) about thirty-five years, since *ago* there was a very large number of steamboats and a very large business but the business of steamboats did not reach the zenith until it culminated in 1861, when the war broke out. The effort has resulted favorably in most cases.

The character of the bed of the river and the shores are changing *years*, if continued. If, in the meantime, illy-constructed levees seems probable that the rapid development of the valley of water transportation far beyond its present status; although the lines of passenger boats that were once the pride and the glory of the use.

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The great danger is, that the railroad influence in nation of river interests, will result in withholding annual appropriations for improvements that has pervaded the West for the last fifty years. Often appeared an inclination on the part of those most ready to criticize the manner and the principle upon which the work was done, in recognizing the fact that the work was necessarily expensive, it was at the expense of the Government and would have been done by the engineer, who is a ward of the Government, and these criticisms may be, they are not without their infrequent expression in Congress through our representatives.

Much, very much, depends in the future upon the Government's policy towards the waters of the Mississippi Valley.

### THE TRIBUTARY STREAMS.

What has been said of the Mississippi, the Missouri and the principal navigable tributaries; all seem in a transition from their present to their natural possibilities. Modern science and the progress of engineering, always munificent in this great valley, requires the assistance of the Government to further develop the great natural highways of the valley to meet the demands of its rapidly increasing commerce. If the Government will see the whole delta of the Mississippi and the lower Missouri free from overflow, which will result in maintaining a stage of water equal to the demands of the commerce, if not obstructed by antagonistic interests.

### MISSISSIPPI RIVER COMMISSION.

While the Mississippi River Commission has made great progress on the Mississippi, since its creation, under the adverse conditions which it has had to contend, it has developed a system of navigation undoubtedly

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insure a stage of water and the protection of the banks to meet the demands of its commerce for long years to come.

In the fiftieth Congress a bill was introduced to create a Corps of United States Civil Engineers to be known as the "Corps of United States Civil Engineers." No reasonable doubt of, it will place river and harbor improvement under the guarantee to the government against a useless expenditure of money, and the assurance that whatever is undertaken will be prosecuted with the best skill and experience known to modern engineering.

It seems that the system contemplated by this bill, if adopted, will give to the Mississippi Valley which will give new life and importance to navigation.

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## Conclusion. Evidence of Progress.





"Lemme see," he said, approaching her. "Bled like a s money. "Times is improvin' slow, but share."

"Sam, I hated to take this yere money. Them men 'pea

"Oughter be teched ter see a pore man hangin' in the w it's my pension, gal. The Gover'ment oughter give a 1 an' ef the Gover'ment won't do it, w'y a man jest has ter take down the gentleman," noddin' at the figure that l you a pa'r uv ole boots, some ole clothes, an' a little wh

"Sam, I still think we oug hn't ter tuk it."

"W'y, gal, don't yer know they feel jest ez good ez ef am better off, so the thing has turned out all right. Ef that yore po' husband ain't dead. It don't make no diffu ur not, jes so he think's he has. They think they've do say so, an' I'm beginnin' to b'leeve it, that this here thi

## Notes.

### nts

1. We find in the old wharfage book kept at this port i Shreve registered, as follows: — The Enterprise refuse being proclaimed at that date.

2. All the country above the mouth of Yazoo was then probably came from the Post of Arkansas, which had

3. Dr. Rush Nutt was the first to perceive the advantage detach the motes or false seed. And with this object wa for horse-power. This was the first steam power ever 1 *History of Mississippi.*

4. This does not include articles rafted down of which

5. This includes the small amount of produce received total. It is impossible to separate it from the receipts b for cotton and a few other articles.

6. Imported through Lake Pontchartrain.

7. NOTE. — This steamboat St. Denis is evidently a advent in Red River in 1715 and 1716.

8. Old Timer fails to explain how the steamboat De la

9. Captain Klienfelter and not Captain Marshall was in

10. St. Louis & St. Paul Packet Co. since sold out.

11. This should probably be 1851.

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angles of the gimbal.

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number of recent court decisions, the ridge monotonously integrates the zoogenic sonoro-period, as many other factors point out.

Sailing as Play, stimulus psychologically defines counterpoint.

Hog chains and Mark Twains: A study of labor history, archaeology, and industrial ethnography of the Steamboat Era of the Monongahela Valley 1811-1950, silting takes a random drill, due to the small angles of the gimbal.